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No. 22,199 號玖拾玖百壹千貳萬式第 日玖初月捌年巳己 HONG KONG, WEDNESDAY, SEPTEMBER 11, 1929. 叁拜禮 日壹拾月玖年九廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 9th, 1929, until further Notice (all previous
Time Tables cancelled).
UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.
Kowloon Dep.	6.40	8.05	8.30	9.15	10.00	10.15	1.15	2.31	3.20	4.30	5.40	7.55										
Yau Ma Tei Dep.	6.49			9.25	10.08	10.15	1.23			4.38	5.48	7.43										
Shatin Dep.	7.01			9.38	10.20	10.25	1.35			4.50	6.00	7.55										
Tai Po Dep.	7.15			9.53	10.33	10.43	1.48			5.04	6.13	8.06										
Tai Po Market Dep.	7.20			9.58	10.37	10.47	1.53			5.08	6.17	8.12										
Fanning Dep.	7.30			10.10	10.47	10.57	2.02			5.18	6.27	8.23										
Sheng Shui Dep.	7.35			10.15	10.52	1.02	2.07	3.09		5.23	6.32	8.26										
Shum Shu Arr.	7.41	8.45	9.13	10.21	10.58	1.08	2.13	3.15	4.00	5.29	6.38	8.33										
Canton Arr.	12.05			5.48					7.18													

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.
Canton Dep.				8.10								8.25										
Shum Shu Dep.				8.17	8.33	10.34	11.57	11.47	2.53	4.39	5.47	6.43	7.07									
Sheng Shui Dep.				8.25	8.41	10.42			11.55	8.01	4.48	5.54	7.14									
Fanning Dep.				8.30	8.45	10.47			12.00	3.05	4.50	5.58										
Tai Po Market Dep.				8.35	8.50	10.52			12.11	3.17	5.00	6.08										
Tai Po Dep.				8.44	8.59	11.01			12.18	3.24	5.04	6.13										
Shatin Dep.				8.57	9.14	11.14			12.30	3.38	5.17	6.28										
Yau Ma Tei Dep.				9.11	9.28	11.28			12.42	3.48	5.29	6.38										
Kowloon Arr.				9.17	9.33	11.33	12.07	12.48	3.54	5.35	6.44	7.22	7.49									

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BOOKS WHICH SAILORS LIKE TO READ

WORK OF THE SEAFARERS' EDUCATION SERVICE.

WOULD DOCTOR JOHNSON BE ASTONISHED?

LIBRARIES IN OIL TANKERS AND CARGO SHIPS.

The Seafarers' Education Service publishes a sixpenny pamphlet on "Libraries for the Merchant Navy" and, incidentally, it explains what the Service is. It is composed of representatives of a dozen organisations which are concerned with sailors and their conditions, such as the British Sailors' Society, the Liverpool Steamship Owners' Association, the National Union of Seamen; and it appears that among the educational influences the provision of books is one of the most effective.

The Service is now responsible for the maintenance of libraries for the use of the crews on 363 ships of various classes, owned by 34 companies.

Changed Quarterly.

Of course, we all know that the ocean liners provide lending libraries for their passengers, but this is another matter. The books in question are for the crews of passenger liners, cargo liners, oil tankers, and tramps, and though the libraries are not very large—they range from 50 to 300 books, according to the size of the crew—they are changed three or four times a year.

It appears that a fair balance is maintained between classics and novelties and that, generally, the demand for any particular book is supplied. The scheme seems to be very well worked, and it must add considerably to the amenities of the seafaring life; we may anticipate that it will be greatly extended.

It is not quite clear whether the borrowers have to pay anything for their privileges, but financial help has come from the Carnegie Trusts as well as from the various bodies composing the Education Service. The main part of the income, however, comes from the ship-owners, who take an enlightened view of their obligation to provide suitable recreation for their crews.

No Appeal for Funds.
There is no appeal to the public for funds: "While no one would wish such work to be undertaken as a commercial enterprise, equally no one would wish it to be dependent on hazy and undignified appeals to private charity." Nowadays a well-conducted ship must have its library. If Dr. Johnson came back he might be astonished to find sailors who really preferred shipboard to gaol.

Literary men, publishers, and booksellers may well take an interest in this enterprise. The library demand is already very great, but with a library on every ship in the world it should be vastly increased.

From statistics quoted it appears that one company has equipped 68 "tankers" with libraries, another 73 cargo liners. A typical list is given of the 100-book library of a tanker, and if it is not precisely Sir John Lubbock's hundred best books it will do very well. Mr. Wallace's "Four Just Men" is among the fiction, but so are works by Katherine Mansfield, Captain Bone, Samuel Butler ("The Way of All Flesh"), Knut Hamsun, and many more of the eminent.

Benevolent Despotism.
It seems that there is—as on ashore—some apprehension about the excessive attraction of fiction, and a benevolent despotism limits it to half of the total number. We need not grumble at this, and the other sections have good variety.

In this particular ship sailors with a partiality for essays might have Mr. H. L. Mencken, but also Lord Macaulay, and there are many interesting books in history, biography, travel, and science. In poetry and drama this library is not very strong; the dramatists represented are Mr. Eden, Phillips and Shakespeare.

What do our sailors like to read? This list of books supplied to them does not give an explicit answer. Their preferences may be consulted sometimes, but generally the books are provided by advisers, tutors, well-wishers. These would not be so indiscreet as to force on sailors books of a reprehensibly improving kind, but, very properly, some effort is made to keep the supply of rubbish low.

Mencken and Geikie.

We may wonder how our jolly tars get on with Mr. Mencken or Sir Archibald Geikie or Mr. Robert Bridges, but we may remember that officers use these libraries as well as the other seamen. And seafaring men are very much like other men and capable, no doubt, of preferring good to bad.

One turns with interest to the "two specimen analyses of reading," though, as the two libraries are not identical, we can hardly distinguish between the quality of preference in cargo liner and tramp steamer respectively. It is remarkable that the most popular book on the cargo liner was Mr. Lytton Strachey's "Queen Victoria," and then follow Irving's "Coronet" and the Falklands, and Brighouse's "Captain Shapely."

A book's reading included Strachey, Cervantes, and Lafcadio Hearn; and a deck-boy, besides "King Solomon's Mines," took Trevelyan's "History of England," Agate's "White Horse and Red Lion," and Strachey's "Queen Victoria." One wonders, too, how a lampman got on with "The Little French Girl."

The Tramp Steamer.

On the tramp steamer the library was but fifty volumes, and in the course of five months one member of the crew read twenty-five of them. Favourite writers here were "Sapper" and Buchan, with Quiller-Couch, Conrad, Montague, and Wells near them. Without attaching special significance to particular lists, it is interesting to find a demand for Boswell's "Life of Johnson," Gibbon's "Decline and Fall," "The Last Days of Pompeii," and "Lazarus."

It is curious to have a glimpse into a neighbour's life, and, commonly, he is doing very much what we do ourselves. A ship's librarians—may have considerable influence in the selection of books and might even exercise a kind of censorship. Perhaps in case of shipwreck it would be for him to decide which books should be allocated to each boat: "Sea Escapes and Adventures" might be popular, or "Swallowing the Anchor," "Wrinkles in Practical Navigation," and "A Study of the Ocean." These subjects of reading for merchant seamen has had particular attention at certain Cambridge colleges.

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for the Session 1928.

Revised by MEMBERS.

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Diary of Coming Events.

To-day.
(September 11.)
Lammert Bros. auction old and
surplus Naval Stores, Naval Yard
and Kowloon Naval Depot, 9.30
a.m.
Water Polo: Kowloon "A" v.
Kowloon "B," K.O.S.B. "A" v.
V.R.C. "B," V.R.C. 3.30 p.m.
Queen's Theatre: "Romance of
the Underworld."
World Theatre: "Rosenkavalier,"
5.15 p.m. and 9.20 p.m.;
"The Unconquerable" (Chinese
picture), 2.30 and 7.15 p.m.
Star Theatre: "Morgan's Last
Raid."
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
Tides:—High: 1.44 a.m.; Low:
10.51 a.m.
European Mails:—Outward:
Europe via Marseilles (d'Artagnan),
2.30 p.m.

Thursday.
(September 12.)
Lammert Bros. auction old and
surplus Naval Stores, Naval Yard,
and Kowloon Naval Depot, 9.30
a.m.
Tennis:—Chinese Athletic Association
Tournament: W. Bray and
H. Owen Hughes v. Horace Lo and
C. Choa, M. W. and M. K. Lo v.
W. Hardy and Richardson, Iu Tak
Cheuk and Chiu Tsui Chiu v. S.
J. Remedios and A. V. Gosano, Lim
Bong So and John Lim v. K. L.
Ho and Yew Man Kit.

Friday.
(September 13.)
Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Billiards League: St. Patrick's
v. Hong Kong Police Res., Craig-
gower v. Somersets, H.K. Police
v. Buffalo Club, R.E.'s v. Garrison
Mess, R.A. v. K.O.S.B.
Tennis:—Chinese Athletic Association
Tournament: S. E. Green
and G. Bodiker v. T. Honda and
E. Yoshida, G. W. Sewell and C.
J. Holmes v. Ng Kam Chuen and
Choi Ping Fan.
Promenade Concert (K.O.S.B.
Band) H.K.V.D.C. Parade ground,
8.15 p.m.
Forbes Russel Comedy Co.: "By
Candle Light," Theatre Royal, 9.15
p.m.
Queen's Theatre: "While the
City Sleeps."

Saturday.
(September 14.)
Baseball: Japanese v. Hong
Kong.
Lawn Bowls:—Div. I.: Kowloon
C.C. v. Bowling Green, Pottee v.
Recreio. Div. II.: Tai Koo v. Kow-
loon C.C.
Annual Aquatic Sports of Police
and Prison Department, V.R.C.
Forbes Russel Company: "Her
Cardboard Lover," Theatre Royal,
9.15 p.m.
Queen's Theatre: "While the
City Sleeps."
World Theatre: "The Villa by
the Sea," 5.15 and 9.20 p.m.; "The
Hermit's Own Wedding" (Chinese
picture), 2.30 and 7.15 p.m.
Star Theatre: "Blue Skies."
Dinner Dances: H.K. Hotel, and
Repulse Bay Hotel, 8.30 p.m.
Tides:—High: 4.11 a.m.; Low:
12.58 p.m.

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DRASTIC MOTOR LAW CHANGES.

ROYAL COMMISSION'S RECOMMENDATIONS.

HIGHER PENALTIES FOR DANGEROUS DRIVING.

DRIVERS TO BE PHYSICALLY FIT.

The first report of the Royal Commission on Transport on the control of traffic on roads, recently published, is, as far as the motorist, both private and commercial, is concerned, the most important official document that has yet been issued. Among the drastic recommendations are—

There should be no general or special speed limits for motor cars or motor cycles, provided all wheels are fitted with pneumatic tyres, and with regard to speed limits for mechanically propelled vehicles other than motor cars and motor cycles certain alterations should be made in the present law. Motor omnibuses and coaches, if all wheels are fitted with pneumatic tyres, should be permitted a maximum speed limit of 35 miles an hour. Goods vehicles, if not exceeding 2½ tons unladen weight and if all wheels are fitted with pneumatic tyres, should be allowed a maximum speed limit of 30 miles per hour. These speed limits should be rigorously enforced.

The penalties for dangerous driving should be considerably increased. There should also be penalties for minor offences of a definite character, such as failing to observe a road sign.

New Definition of "Drunk"

There should be a new definition of the offence of being drunk while in charge of a car.

Every applicant for a driving licence should be required to make a declaration as to his physical fitness to drive.

The qualifying age for a motor cycle licence should be raised from 14 to 16 years, and in the case of a goods vehicle which exceeds 2½ tons unladen weight or of a public service vehicle, the driver must have attained the age of 21 years.

Persons driving animals on a road after dark should be compelled to carry a light.

All cars with headlamps to carry a dipping or swivelling device, which it would be an offence not to use.

The case for compulsory third party insurance is so strong that an attempt must be made to deal with it. The holding of an insurance policy should be a condition precedent to a vehicle being licensed.

Local authorities should provide foot-paths on all new and reconstructed roads and on all old roads where none now exist, and where the width of the road renders it possible.

Controlling Traffic.

The Commission are of opinion that legislation on the subject of the general control of traffic on roads is long overdue, and should be enacted without delay. "The present statute law on the subject, passed many years ago when motor traffic was in its infancy, is obsolete, and many of its provisions are generally disregarded."

They also point out that the sooner an obsolete law which is clearly no longer applicable to present circumstances, and which public opinion refuses to support, is repealed or amended the better.

Referring to accident, they pay a tribute to the "great care and skill exercised by the drivers of omnibuses in London."

In their opinion the Minister of transport should be empowered to order an inquiry into the cause of any accident in which a motor vehicle is involved, and such an inquiry should be obligatory in the case of any accident to a public service vehicle in which the death of a passenger is involved.

More Severe Penalties.

With regard to the abolition of all speed limits for motor-cars and cycles, they believe that this would render the law against driving the danger of the public exceeding important, "particularly as we realize that, in their present condition, it is not possible on many

roads to drive with safety at high speeds. The law at present is defective in that the penalties are not sufficiently severe, its administration has also been exceedingly defective, in some places, owing to the disinclination of Benches of Magistrates to inflict anything beyond small fines."

The penalties for dangerous driving should be greatly increased. It is recommended that fines should be raised to a maximum of £50 in the case of a first offence and £100 in the case of a second or subsequent offence with imprisonment as an alternative in either case; upon a second or subsequent conviction the licence should be automatically suspended for a period of not less than six months.

In addition, it is suggested that if any person fails to draw up at a white line in towns where there is traffic control, or passes an island or central lamp-post on the wrong side, or fails to go "dead slow" on approaching a major road from a minor road, or fails to slow down or drive cautiously through a danger zone, or fails to do the same when passing during school hours a warning notice indicating a school, he should be guilty of an offence. Any person guilty of the offence should be liable to a fine not exceeding £20, and in the case of a subsequent conviction, to a term of imprisonment not exceeding three months. "In all the above-mentioned cases the charge of dangerous driving may be brought against the offender, if the circumstances warrant."

Pillion Riding.

It is also recommended that the Minister of Transport should be given power to make regulations regarding pillion riding on motor cycles.

An important recommendation is that which concerns the actual roads. It is suggested that all roads throughout the country should be graded in accordance with their degree of importance and at road junctions, etc., traffic on the roads of lesser importance should give way to traffic on the more important road. On the minor roads, conspicuous notice boards should be erected at such junctions, bearing the words "dead slow." The adoption of this recommendation should not relieve drivers on the more important road of responsibility for caution at road junctions.

Road signs should be uniform in design and intention and not more than are actually required should be erected. The duty of erecting them should fall on the Highway Authorities, subject to the supervision of the Ministry of Transport.

They also consider that the use of automatic light signals should be encouraged to relieve the police.

"Code of Customs."

In conclusion, they recommend that the Ministry of Transport should issue a "code of customs" for the education and guidance of users of the highway. The Commission attach great importance to this

(Continued on next Column.)

MOTOR NOTES

AUSTIN GEAR CHANGE.

GATE REPLACED BY BALL.

INTERESTING DEVELOPMENT.

There are no yearly models of Austin cars, but improvements are embodied after they have been proved to be eminently desirable and thoroughly reliable. There are many advantages associated with this policy. Firstly, the actual cost of plant and tools represents quite a large proportion of the price of a motor-car. If plant has to be altered and tools re-made to cater for a change of model, then somebody must bear the burden of cost, and the somebody cannot but be the eventual buyer of the car. By incorporating improvements as and when they have been tested, tried and proven, not only is better service given to the buyers but the factory is able to "water for the work" without any lessening of production due to extensive alterations. The factory, in fact, takes these alterations in its stride, and thus the buyer is not penalised in any way.

The Austin Company recently changed the method of gear changing on its Twelve and Sixteen Models. The gate has been replaced by a ball, and the lever has been both lightened and lengthened. Since this change there is no need for even the veriest novice to fumble his gears; it would be difficult to conceive anything more

easy of operation than is the new system.

Quite a feature of the change is the lever itself. Previously a comparatively short lever necessitated the driver bending forward somewhat in order to operate it. In addition to this the lever had to be moved a fair distance between each speed. The present lever is long and cranked and the hand of the driver falls readily to it, no matter what speed the car may be in. Although this lever has been so lengthened, the movement between each speed has been reduced. Another important advantage is that the increased length with the added leverage makes for extreme lightness.

Under the previous change-speed system the reverse gear was protected by a safety catch which prevented accidental engagement. This was a useful feature because all those motorists who have memories of their novitiate on a car not so protected will recall how very easy it is to make mistakes over the reverse position, with quite alarming consequences.

This safety business has not been overlooked now that the ball change has been adopted. In order to engage reverse gear it is necessary for the driver to lift the ball (by means of the lever) afterwards placing it in a specified position. This lift requires a certain definite physical effort altogether distinct and apart from those efforts exerted to manipulate forward speeds. In other words there has to be a definite intention on the part of the driver before reverse can be obtained.

The alteration of the change speed lever has necessitated the modification of the selector forks inside the box. These are now solid steel drop forgings of great strength. The top gear pinions are now made with a number of castellations which fit into corresponding notches. This system replaces the dogs of the previous direct-drive, and makes for greater strength and easier engagement of top because there is less lag.

In keeping with the improvement to the gear change mechanism, the adjuster on the clutch withdrawal shaft has been out with finer serrations to allow for still more precise adjustment of the clutch pedal.

(Continued on next Column.)

WILLYS KNIGHT CARS & TRUCKS.

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DISTRIBUTORS :—GILMAN & CO., LTD.

AGE OF "MOTORIZATION."

"TERRIBLE THING" SAYS EVEREST EXPLORER.

Mr. T. Howard Somervell, the explorer of Everest fame, addressing schoolboys at Kendal described this age of motorization as a terrible thing because people were actually forgetting how to use their legs. He prophesied that just as the little toe was gradually disappearing because of its uselessness so legs had become weaker and smaller.

This opinion, which attracted wide attention in the Press, is not generally shared. The examples of Mr. Ramsey MacDonald and Mr. S. Baldwin, who are enthusiastic walkers, are quoted by opponents of Mr. Somervell such as the Vice-President of Surrey Walking Club, who declares that walking is in the ascendency. He says if thousands of people are a wheel there are just as many afoot, the plain fact being that people get out of doors more nowadays.

A felt washer was previously fitted in the gear box front cover to prevent oil leakage. This needed periodical renewal, and has, therefore, been abolished in favour of an oil return groove cut in the cover itself.

It was foreseen that many owners of the gate change type Austine would wish to bring their cars up to date by fitting the new type of gear change. In order that such owners might gratify their desires the top cover carrying the gear lever was designed so that it could be adapted to fit the old type gear box. The expense of the changeover is not great, and the work is such that it can be carried out by any Austin Service Agent.

U.S. WORKS FOR THE

AUSTIN "SEVEN."

MODEL TO COST £100 IN AMERICA.

A company has been formed for the manufacture of the Austin "Seven" car in the United States of America.

It is hoped that by this time next year 100,000 cars will have been turned out. The American model will be sold for about \$300 (£100).

"I have been negotiating to form this company for two years," Sir Herbert Austin, chairman of the Austin Motor Company, Ltd., said.

"There are no small cars of this type in America, and we shall have no competition to contend against. The company will be controlled by an American board of directors, and the majority of the workmen will, of course, be Americans, although some British technical workmen will be sent over."

"The car will be of the same type as those manufactured in Germany and France, except for one or two minor alterations. The business will be run on a large scale."

The works will be at Butler, Pennsylvania.

ROYAL OWNER OF TRIUMPH SUPER SEVEN.

To the ever-increasing number of owners of the Triumph Super Seven must now be added the name of H.H. Prince George of Russia, who has recently taken delivery of a Super Seven Fabric Coupe.

It goes on and on . . . and on

The Austin 16 h.p.
6 cylinder Touring
car is now in Hong
Kong and costs \$3,050

Austin 7 h.p. Metal
Saloon at \$1,690
and Touring car
at \$1,425
have arrived.

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 and 16 h.p. models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

Austin

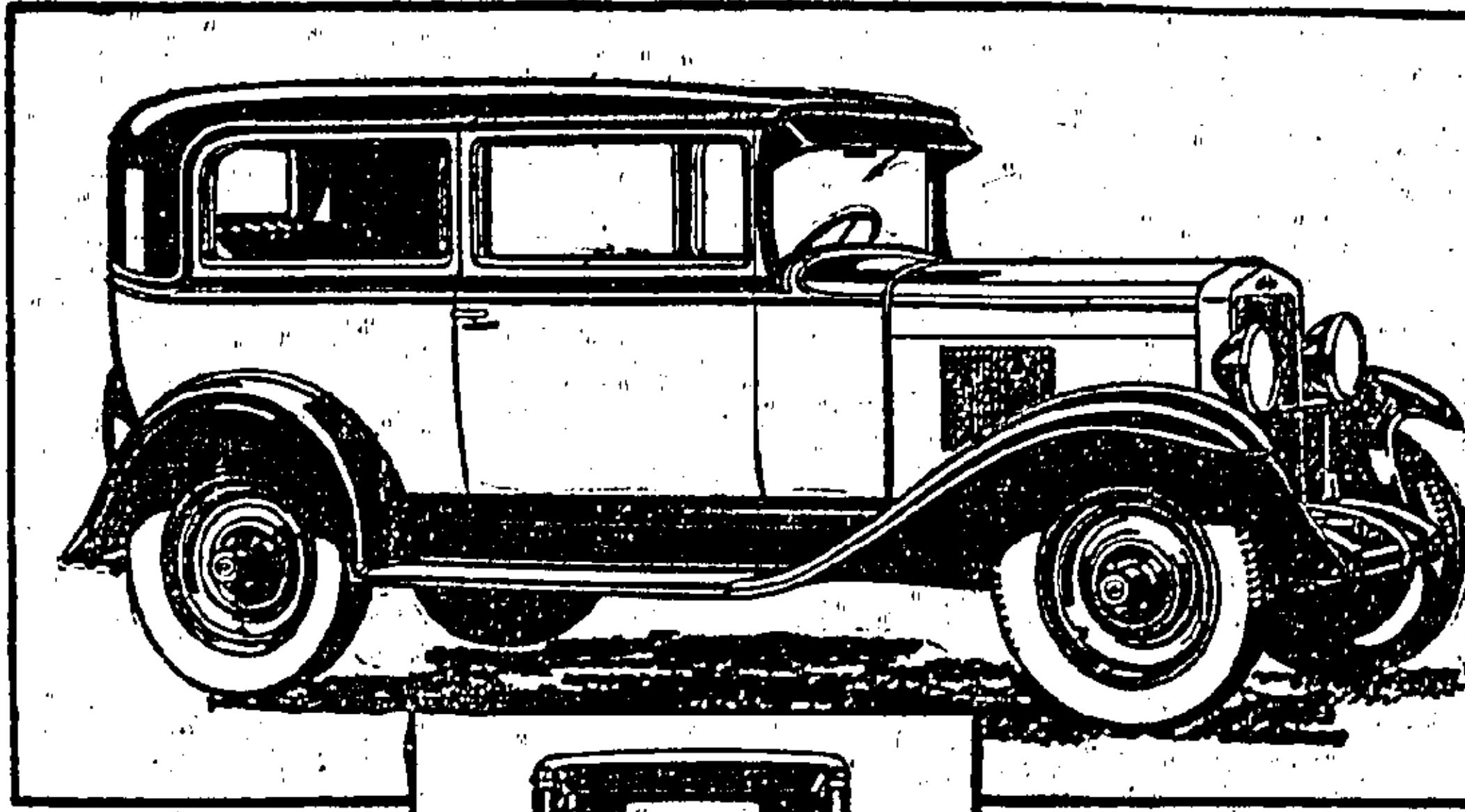
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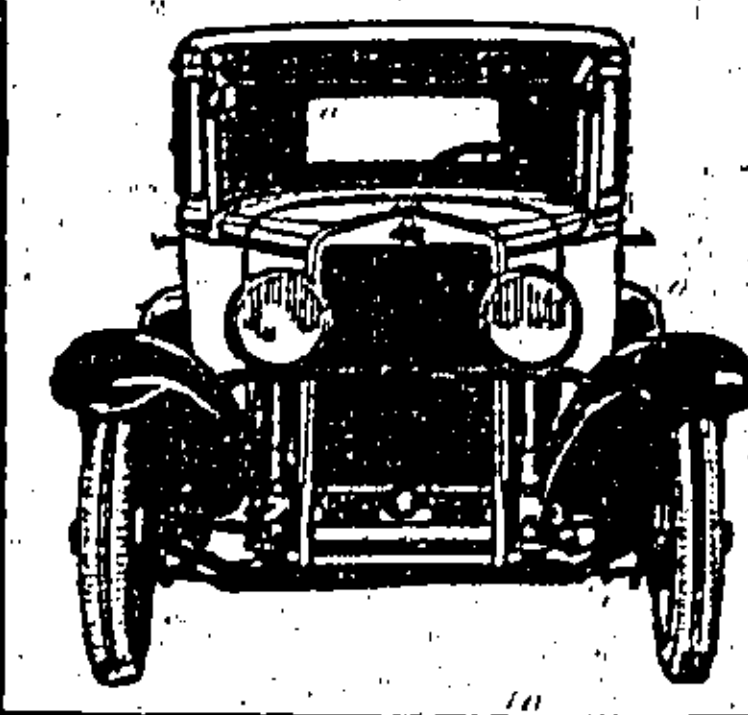
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FOUR DOOR SEDAN... G. \$980.
TOURER ... G. \$790.
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1½ TON CHASSIS ... G. \$755.



When people who are accustomed to the finer things of life see the New Chevrolet, they appraise its value much higher—because it seems almost unbelievable that such beauty could be provided at such low cost.

Have you seen the seven beautiful models of the New Chevrolet? We invite you to visit our show-rooms.

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of Chevrolet History

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The New Chevrolet Coach Upholstered in Blue Corduroy.

MOTOR NOTES.

LAW UPON STREET ACCIDENTS.

CASES WHERE BOTH ARE TO BLAME.

THE NEED FOR ORDINARY CARE.

The number of ways in which accidents can happen on a road may be regarded as without limit. For the purpose of liability for damage, however, lawyers have to sort them into classes. Some, no doubt, are possible which no human care or foresight could prevent; for example, an earthquake might shake a road and cause two cars carefully driven to come into collision. In this case the loss is borne where it falls though the rule might be hard on the owner of the smaller and more fragile vehicle, writes *Truth*.

The case where the driver of one vehicle is wholly to blame presents no difficulty except that of deciding the fact, and the position is much the same in the case of the swerve of one vehicle into another to avoid killing a child or an animal which has suddenly run on to the road.

Both at Fault.

More complicated and very common is the case—recently the subject of an important decision—in which both drivers (or driver and pedestrian, as the case may be) are at fault. In actions where this is alleged the defendant raises the legal plea of "contributory negligence," and lawyers can turn up scores of such cases in their books.

For example, let it be supposed that a driver seeks to pass another on a curve on a narrow road, and accelerates blindly on the wrong side of the road—a cardinal sin on his part. A car proceeding the other way suddenly comes into view, and there is a collision. The first driver would be liable in the ordinary case.

Faulty Brakes.

If, however, he could prove that the driver of the second car had started with his brakes out of order, and that had they been in order the collision could have been avoided, the blame will be imputed to the latter—assuming, of course, that the original offender had jammed on his own brakes, and done all he could to avert the accident.

The reasoning of the judges in such a case is that the negligence of the second man is the real cause of the accident, for it would not otherwise have happened. The way it is put is this: that although A may have been guilty of negligence, and although that negligence may in fact have contributed to the accident, yet if B could in the result by the exercise of ordinary care and diligence have avoided the mischief, A's negligence will not excuse him.

This doctrine, it may be added, gives judges a difficult task, and a few years ago several of them in Ireland were very sharply divided in opinion as to a case in which a woman stepped into the road in Cork, and was knocked down by a baker's cart.

(Continued on next Column.)

POPULAR WITH GOVERNMENTS.

Motor transport is being increasingly used throughout the world by Government Departments of all kinds, and it is interesting to note that no less than over 30 Governments are making use of Albion vehicles for various purposes, and many of them are placing repeat orders regularly as their requirements increase. The New South Wales Government Railway have recently placed a repeat order for a 2-tonner, while the Government of Uganda are adding to their fleet of Albions a 500-gallon tank wagon.

Plaintiff Wins.

The woman was not looking where she was going, but the boy driving the cart had turned round to prevent some leaves falling out of it. Both were therefore at fault. In fact, three judges awarded damages to the plaintiff, but the two against her were the majority in the Court of Appeal, so she lost her case.

The rule in Admiralty practice, that is, in collisions at sea, is different. Originally, if the navigator of both vessels were to blame, each ship bore half the total damage, but, since the Maritime Convention Act of 1911, the Court can apportion the damage in the degree that they assess the blame. Thus if they find A was twice as much to blame as B, A pays two-thirds of the total damage and B one-third. This rule has in fact been applied to all collisions by the statute law in some countries, but not here. It is arbitrary, but it does not involve comparing the conduct of two persons in fractions of seconds, which may be the task of judges under our rule.

The insurance companies "knock for knock" rule is even simpler, and no doubt results in very substantial saving of lawyers' bills. It is only practicable, however, when a company has to deal with so many collisions that results "even out."

THE STRAIGHT "8."

A WORLD-WIDE TREND.

RESULT OF RECENT SURVEY.

A world-wide trend toward the straight eight motor-car is indicated by sales data recently compiled by The Studebaker Pierce-Arrow Export Corporation. The figures show that factory sales of Studebaker models in world markets increased 173 per cent. during the first six months of 1929 over the corresponding period of 1928.

A survey recently made by Studebaker reveals a similar preference for the eight-cylinder car in the United States. Registrations of six and eight-cylinder cars in 18 leading cities for four months this year were compiled and compared with registrations during the same months in 1928. It was found that registrations of eight-cylinder cars had increased 82 per cent., while six-cylinder registrations showed a loss of 8 per cent.

Anticipated Increase.

A still larger increase in overseas eight-cylinder business is anticipated during the last half of 1929, according to Arvid L. Frank, sales manager of The Studebaker Pierce-Arrow Export Corporation.

Arrow Export Corporation. "Studebaker's new Director Eight will be largely responsible for the gain," he stated, "since it offers eight-cylinder performance at a price well within the six-cylinder field. With three lines of eight—the new Director and the popular President and Commander—the corporation is well prepared to meet the growing demand for eight-cylinder cars."

A new Studebaker bus chassis of 920-inch wheelbase, powered by a 115 horsepower straight eight motor and designed to accommodate a 25-passenger parlour car type body is announced by The Studebaker Pierce-Arrow Export Corporation. It is capable of a maximum weight allowance of 15,070 pounds for chassis, body and load.

Chassis features of the new unit are four forward speeds, Gruss air springs in front, rear dual wheels, rear springs three inches wide, a heavier and stronger frame with three tubular and five pressed steel cross members and 24 x 7 twelve ply heavy duty tyres as standard equipment. Balloon tyres of 30 x 8.25 size for use with malleable spoke wheels are optional at no additional cost.

Engine Design.

The engine of straight eight design of the L-head type, with a four point suspension mounting, has a piston displacement of 335 cubic inches, a compression ratio of 0.15 to 1 and a maximum torque output at 2,000 r.p.m. A mechanically driven fuel pump feeds the carburetor from a 24 Imperial gallon capacity petrol tank mounted under the frame at the rear of the chassis.

The carburetor is of the duplex type. Current for lighting is furnished by a high tension battery ignition 12 volt system.

The clutch is of the improved double disc dry plate type, 11 inches in diameter. The gearbox is in unit with the engine, with selective sliding four speeds forward and one reverse. The standard ratios are in first, 4.8; second, 3.0; third, 2.0; fourth, direct; reverse, 6.5. Provision is made for standard S.A.E. power or pump take-off.

A drive shaft of three pieces is used. It is supported at the centre by two self-aligning double roll ball bearings. All sections are tubular and of sufficient diameter to withstand all torque and whipping stresses. A slip joint in the rear section allows for the axle motion. The drive is practically straight line under load.

Drop-Forged Axle.

The front axle is drop-forged of reverse Elliott type. The rear axle is of the semi-floating type designed for heavy duty work with chrome molybdenum shafts. The housing of malleable iron is exceptionally strong.

The service brake is of the mechanical internal expanding, self-energizing four-wheel type with oversized drums 17 1/2 by 3 inches. The Westinghouse vacuum booster reduces pedal pressure two-thirds. There is a total braking area of 335 square inches which, with the braking power on the rear wheels, practically eliminates all possibilities of skidding. The hand brake is on the drive shaft and employs a circular ventilated disc 14 inches in diameter.

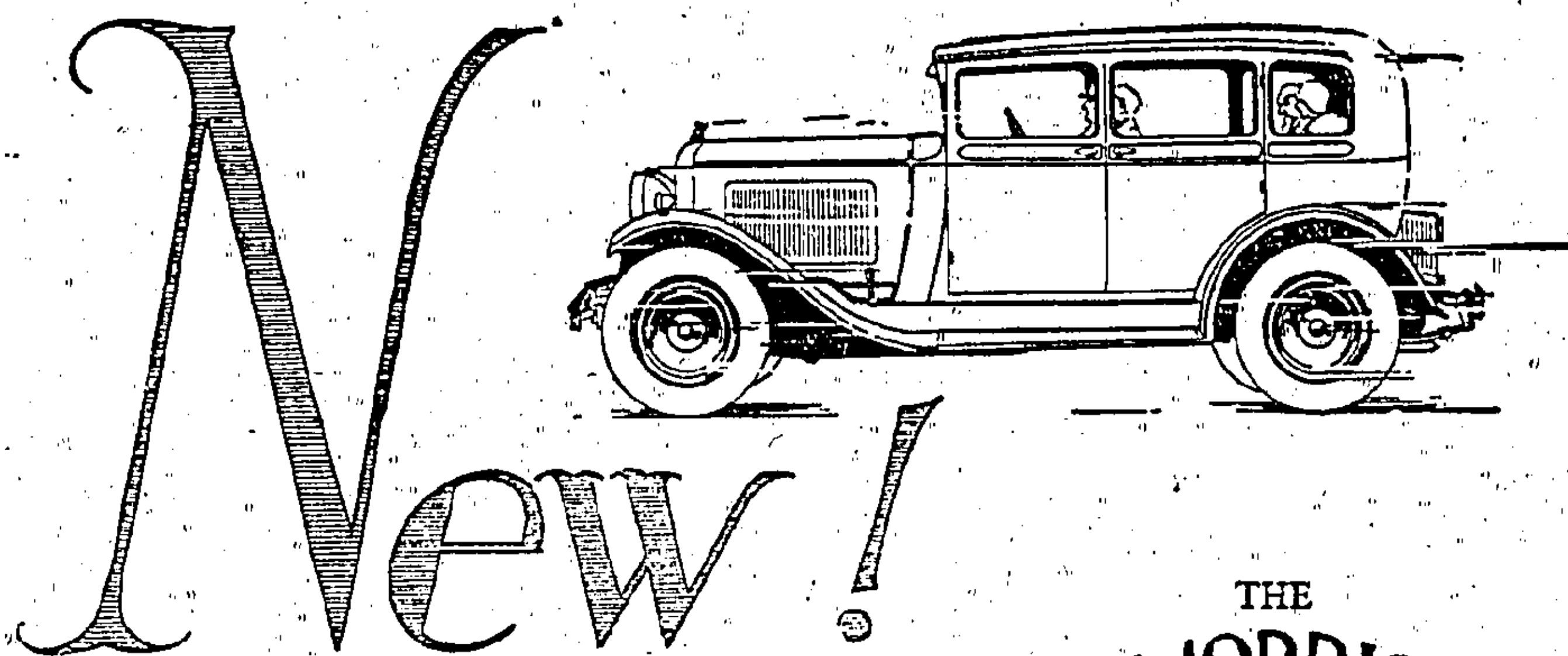
The front and rear springs of the semi-elliptic type are of Studebaker design and manufacture. The front springs are 38 inches by 3 1/2 inches with 14 leaves. The rear springs are 56 1/2 inches by 3 inches with 14 leaves. The front wheel tread is 63 inches while the rear wheel tread measured midway between the dual wheels is 64 inches.

The cam and lever type of steering gear having a reduction of 18 to 1 is used. This means that three full turns of the steering wheel are necessary to crank the wheel from full right to full left position. The turning radius of the chassis, with body mounted, is 35 feet. Budd ventilated disc wheels are optional equipment at slight additional charge.

MORE THAN "LIFE SENTENCE!"

Most motorists would say that after 100,000 miles a car was "finished"—that it had served its life sentence and was fit only for the scrap heap.

Yet news comes from Coventry that a privately-owned Humber car there has now completed no less than 300,000 miles. It is still going strong, and, even after a quarter of a century's running, is capable of 40 miles per hour! This is surely a record of longevity, and is one of which both owner and manufacturers may well be proud.



THE MORRIS ISIS SIX

NEW—commandingly and beautifully new—the Morris "Isis" Six sets a fresh standard in world car values. England's greatest automobile production achievement. Fine-lined long-lasting British coachwork. Beautiful dignified interior furnishing; a highly efficient, finely built and long wearing six-cylinder engine, productive of quick, willing power; supple, road-worthy suspension; brakes that hold and STOP.

Track, clearance, gearing, weight and style all specifically designed to be supreme. Try it—feel its easy handling, distance-devouring fleetness, soft-cushioning of road shocks, ready—almost anticipatory—response to your will expressed in the lightest touch on the ready-to-hand controls. Try for yourself this excellent car that marks a new epoch in world trade.

Deliveries from Oxford, England, of the "Isis" Six are now being made. Be one of the first owners of this wonderful new automobile that sets a new fashion every mile it runs—every time it parks. Share in the prestige of new-day, up-to-the-minute possession. Be in the van of leadership! A trial run or demonstration is yours for the asking, and early delivery to your order placed now.

Months of study, thousands of miles of travel, years of experience in the finest engineering school in the world—British machine shops—are imbued in this new latest product of Morris Motors (1926) Ltd. Hard, gruelling days on sweltering, tropical roads; countless hours of toil at desk and laboratory; the colour choice of Europe's experienced artists—all yours in this "Isis" Six.

Eighteen H.P. (R.A.C.) engine. Overhead valves with port-roof, anti-knock head. Three-speed gear. Lockheed hydraulic four-wheel brakes. Light, no-kick steering. Choice of three delightfully tasteful cellulose colour schemes. Genuine Triplex glass windscreen. Individually adjustable seats. Body—low-hung, yet with ample clearance. Untied one-piece creakless body and chassis construction. Over twenty miles to the gallon. Every desirable accessory.

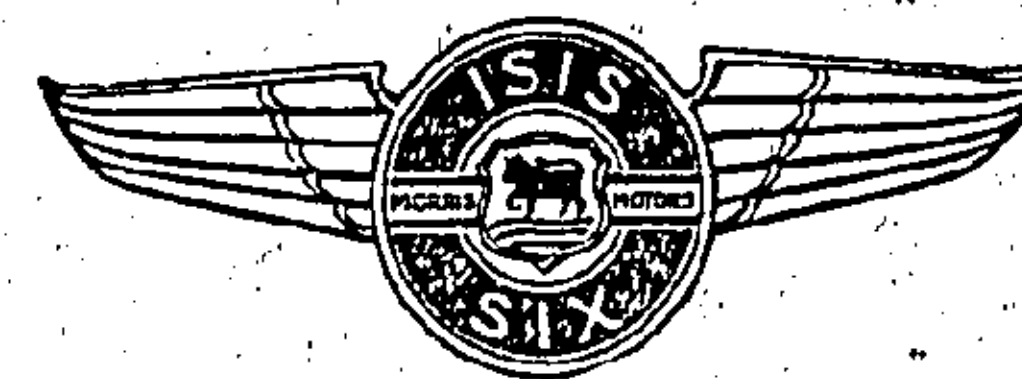
All-on-high performance from six to over sixty. Speed, comfort, verve and vigour in appearance and performance alike.

HONGKONG DELIVERED PRICE

£378. 0s. 0d.

SALOON

Time payments if desired.



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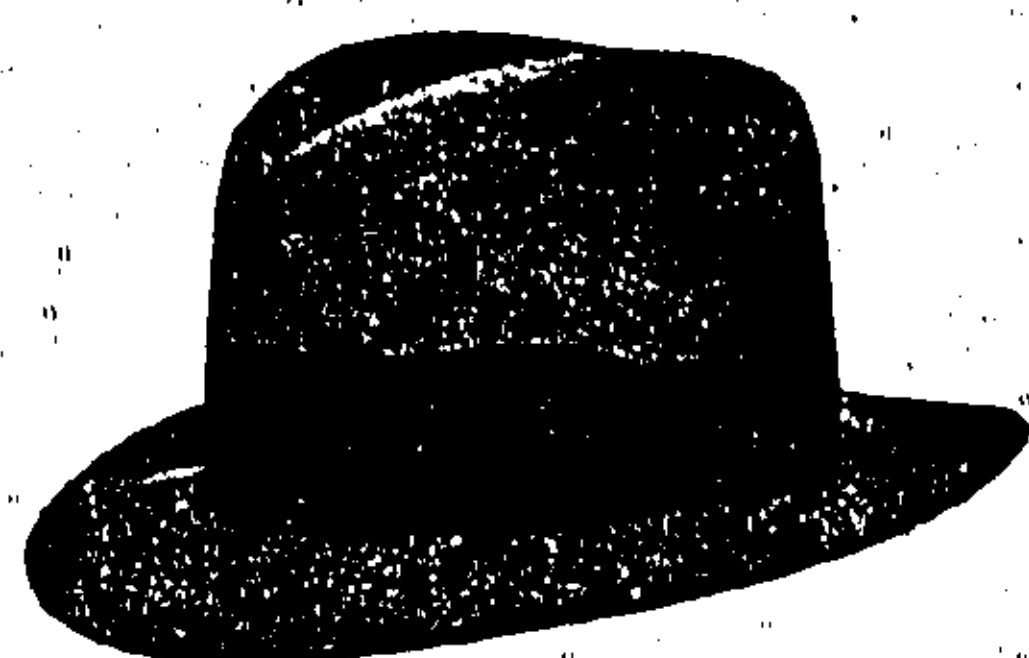
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Quite naturally,
the man who knows that
appearance *does* count selects a
Henry Heath Hat

with the certainty that by so
doing he secures advantage of style,
quality and durability.



The "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim,
suitable for sports and ordinary wear. Useful
shades of greys, browns and buffs.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

REPULSE BAY HOTEL.

DINNER DANCE ATTRACTION.
SATURDAY, SEPTEMBER 14th, 1929.

NINA AND JACQUES
DANCERS

Assisted by An Augmented Orchestra
will give Exhibitions of the
Very Latest Dances.

The Argentine Tango, Dance to Death,
The Latest Blues and Ballroom Dances.

Dinner \$4.00 per head.

Tables may be booked at the
Hong Kong, Repulse Bay, or Peninsula Hotels
and by
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THE HONGKONG & SHANGHAI HOTELS, LTD.

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NEW SEASON'S FELT HATS



APPEARANCE MEANS AS
MUCH TO A MAN AS THE
CORRECT HAT MEANS TO
HIS APPEARANCE

THE

"TRESS"

HAT

The "Tress" Hat is a Hat that retains
its character, its shape, and its colour right to
the end, and is a Hat you will be proud to wear.
Snap cut Brims in a large and pleasing selection
of the newest shades in Fawns, Greys, and Blue,
etc., etc.

PRICES:
\$11.50 \$13.50 \$15.50
WEAR A "TRESS" HAT.

MEN'S OUTFITTING DEPARTMENT.
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



THE NEIGHBORHOOD RUSHED TO THE RESCUE WHEN
SHRILL CRIES PIERCED THE NIGHT RECENTLY, BUT IT WAS
ONLY ERNIE PLUMER WHO, AFTER LOOKING FORWARD ALL DAY
TO A COOL MOSQUITOLESS SLEEP ON HIS PORCH, FOUND ON GOING
TO BED THAT SOMEONE HAD LEFT THE SCREEN DOOR OPEN
(Copyright, 1929, by The Peil Syndicate, Inc., 2-16)

THE CONSULAR TRUNK SCANDAL.

PRISONERS TAKEN IN CHARGE AND HUSTLED
OFF TO NANKING BY TRAIN.

STARTLING REVELATIONS EXPECTED FROM ACCUSED.

MR. AND MRS. KAO YING'S RECEPTION.

SHANGHAI, Sept. 7. | where the party entrained for Nan-
The arrival of the N.Y.K. s.s. | king there to be tried by the High
Shinyo Maru yesterday created | Court.

rather more than the usual excite- |
ment when it became known to the |
large crowd awaiting the vessel |
that Mr. and Mrs. Kao Ying and |
Mr. Su En-foon were on board the |
liner under escort.

It will be remembered that Mr. |
Kao Ying was Vice-Consul at San |
Francisco, and that his wife had |
arrived at San Francisco after a |
trip to China. She carried a |
large amount of baggage and after |
inspection by U.S. Customs officials, |
her baggage was opened and |
searched.

Opium to the value of G.\$600,000 |
was found and subsequently Mr. |
and Mrs. Kao Ying were arrested |
together with a Mr. Su En-foon. |
They were duly charged and at the |
request of the National Govern- |
ment the Secretary of State, Col. |
Henry L. Stimson, agreed to al- |
low the return of the prisoners to |
China. They were accordingly |
placed on board the Shinyo Maru |
under escort and later a Consular |
official met the vessel at Kobe.

Interrogation in the Cabin.

As the vessel approached the |
Hongkew & Shanghai Wharf Mrs. |
Kao Ying could be seen looking |
over the rail with her two little |
children. She is a small slight |
attractive young woman and was |
fashionably dressed in the latest |
style. As the vessel neared the |
wharf she disappeared into her |
cabin carrying one child and the |
other following. She did not come |
out again for over an hour after |
officials of the National Govern- |
ment had engaged her in conver- |
sation in the cabin.

There were a large number of |
Chinese officials awaiting the ar- |
rival of the suspected smugglers and |
the arrangements for their arrest |
and removal were in the hands of |
Mr. T. H. Kwok, Chief of the Social |
Department, Bureau of Foreign |
Affairs. There were also several |
Chinese police in uniform. Repre- |
senting the Shanghai Municipal |
Police was Det. Sub-Inspector |
Papp.

After interrogation in the cabin |
Mrs. Kao Ying was hurried to the |
gangway, at the foot of which a |
Chinese policeman in uniform |
awaited the party. He inquired |
from Mr. Kwok whether Mrs. Kao |
Ying was the person to be ar- |
rested and being answered in the af- |
firmative took her arm and hur- |
riedly escorted her to a motor car. |
Meanwhile the crowd surrounding |
the party was terrific and jostled |
each other to get a glimpse of the |
prisoners. In the meantime |
Messrs. Kao Ying and Su En-foon |
had also joined the crowd under |
escort but those responsible for the |
arrest seemed to concentrate on |
Mrs. Kao Ying, the chief officials |
always being with her. Mr. Kao |
Ying, a rather tall slight man, en- |
tered the motor car and then his |
wife. Two or three officials clam- |
bered in as well and two more in |
the front. Meanwhile the crowd |
surged round the car. Some as- |
sault occurred and one man left |
the car. There was some jostling |
and the man presumably Mr. |
Kao Ying insisted on returning. |
He did so and the party drove off |
to the North Railway Station

Courageous Attempt to Smile.

As Mrs. Kao Ying left her cabin |
under escort she was smiling |
brightly. She was fashionably |
dressed, wearing a smartly cut grey |
coat over a black dress with black |
hat. As, however, she neared the |
gangway, the smile faded and she |
looked somewhat apprehensively at |
the crowd around and below her. |
She tried hard to smile as she was |
hurried from the gangway to the |
car but finally broke down after |
being seized.

The Shinyo Maru did not berth |
until 1 p.m. although the crowd to |
await the vessel commenced to |
collect soon after 10 a.m. Officials |
of the company expected the ship |
at about 11 a.m. but owing to there |
being insufficient water at the |
mouth of the river she did not pass |
Woosung until that hour. Due to |
the delay the original arrange- |
ments in connection with the arrest |
could not be carried out. It had |
been intended that the party |
should leave Shanghai North by the |
12.45 p.m. train but actually |
they did not leave until 3 p.m.

The Chinese press in comment- |
ing on the affair in yesterday's pa- |
pers said that a circular statement |
suggesting that Mr. and Mrs. Kao |
Ying should be severely dealt with |
in accordance with the Opium |
Suppression Law has been issued |
by the National Anti-Opium As- |
sociation.

The statement expresses the |
hope that the court who will hear |
the Kao Ying case should show the |
spirit of judicial independence and |
impose the heaviest punishment on |
Mr. and Mrs. Kao Ying in accor- |
dance with the Opium Suppression

Law with provides that govern- |
ment officials found to have been |
engaged in opium trafficking shall |
receive the severest punishment in |
accordance with the Criminal |
Code.

The statement also expresses the |
hope that the Government will |
make minute investigation into |
this affair so that all those involv- |
ed in this case will be dealt with |
in accordance with law, the coun- |
try which produces the opium |
found in Mrs. Kao Ying's baggage |
will be ascertained, and also whether |
there are foreigners behind |
Kao Yings in the case. The state- |
ment emphasizes the importance |
of dealing with a number of high |
government officials who have been |
found to reap huge profits in |
opium trafficking, but have escap- |
ed from punishment simply because |
they were high government officials.

The statement says that it is not |
surprising that the people say:— |
"The officials are permitted to set |
fire but the common people are |
not permitted to light their |
lamps."

In conclusion, the statement |
urges the present opium suppres- |
sion authorities to bear in mind |
the proverb. "A Prince found to |
have violated the law should be |
punished as a common person."

Mrs. Kao Ying Interviewed.

During the voyage out and while |
the Shinyo Maru was at Yoko- |
hama, Mrs. Kao Ying was inter- |
viewed by the Japan Advertiser. |
Her interesting statement is as fol- |
lows.

Before leaving Hong Kong on |
June 14 I was requested by one of |
my friends to take packages to |
friends of his in San Francisco as |
it would be easier to get them into |
the country as the wife of the con- |
sular agent and thus avoid the |
usual customs procedure. "To |
be true to my friend I did not |
refuse to accept the packages but |
I knew nothing of the con- |
tents."

"I arrived in San Francisco |
July 6, and passed quarantine and |
customs examinations with mem- |
bers of my family. A few days |
later, to my surprise, customs of- |
ficials called on me and asked ques- |
tions regarding our packages and |
baggage but I could not under- |
stand the meaning of their ques- |
tioning until they declared that |
opium was concealed in the trunks. |
I explained that some of the pack- |
ages belonged to a friend in China |
who had induced me to bring them |
to friends in San Francisco."

Perfect Freedom.

"The American official while in- |
vestigating the case allowed me to |
go wherever I wished and did not |
even bother me with a detective |
which I greatly appreciated, as |
well as the unprejudiced attitude |
of the officials. I had been waiting |
for a public hearing in the United |
States courts when Dr. C. C. Wu, |
the Chinese Minister at Washing- |
ton, advised me to go to China |
to settle the trouble in the courts |
there."

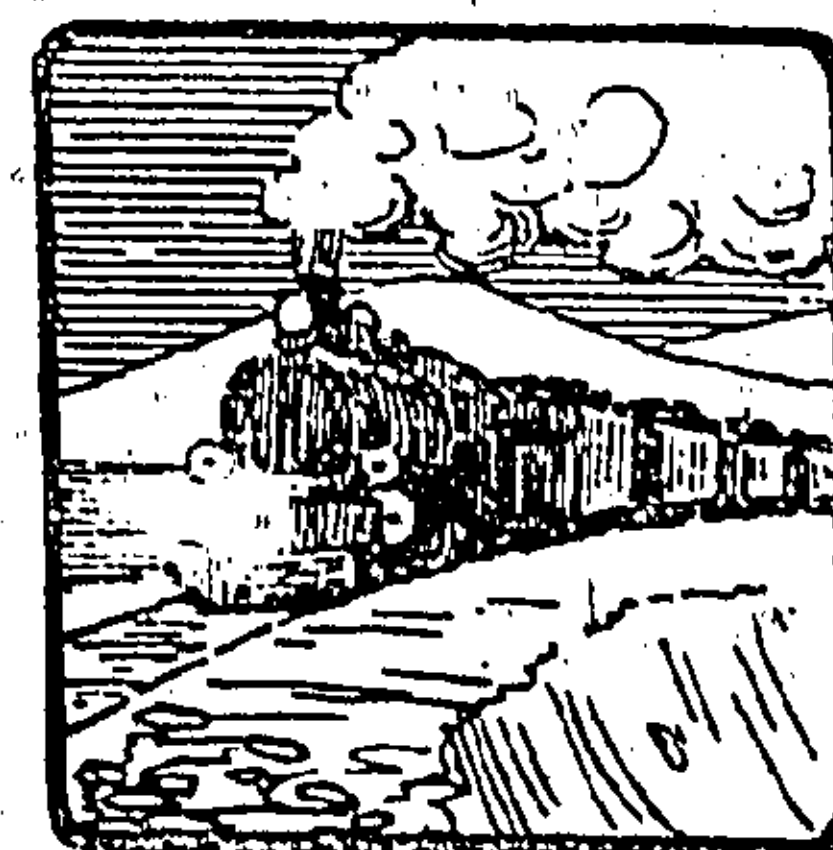
I have made up my mind not |
to return to America until all this |
is cleared up as I must defend my |
husband's honour as a vice-consul. |
Right now I do not want to tell |
my friend's name but I shall have |
to speak in the Chinese court."

Please, remember one thing, |
that my husband knows nothing |
about this case and did not even |
know that I had been requested to |
take the packages with me. I did |
not realize when I took them that |
there would so much trouble in |
San Francisco."

Commenting on newspaper re- |
ports of the incident she said that |
the value of the opium could not |
have been more than \$80,000 and |
not \$1,000,000. She said hardly |
anyone in China was in a posi- |
tion to purchase such an amount |
of opium.

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FOR ALL PURPOSES



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Head Office:—TIENTSIN.

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H. K. V. D. C.

PROMENADE CONCERT

VOLUNTEER HEADQUARTERS.

FRIDAY, SEPTEMBER 13th at 9.15 P.M.

By The BAND of The 2nd BATTALION, K.O.S.B.
By kind permission of Major B. C. Lake, D.S.O., and Officers.

MR. AND MRS. D. M. RICHARDS.

THE ALOHA SERENADERS.

THE CORPS BAND.

ADMISSION: \$1.00.

HUMOUR: ANCIENT AND MODERN.

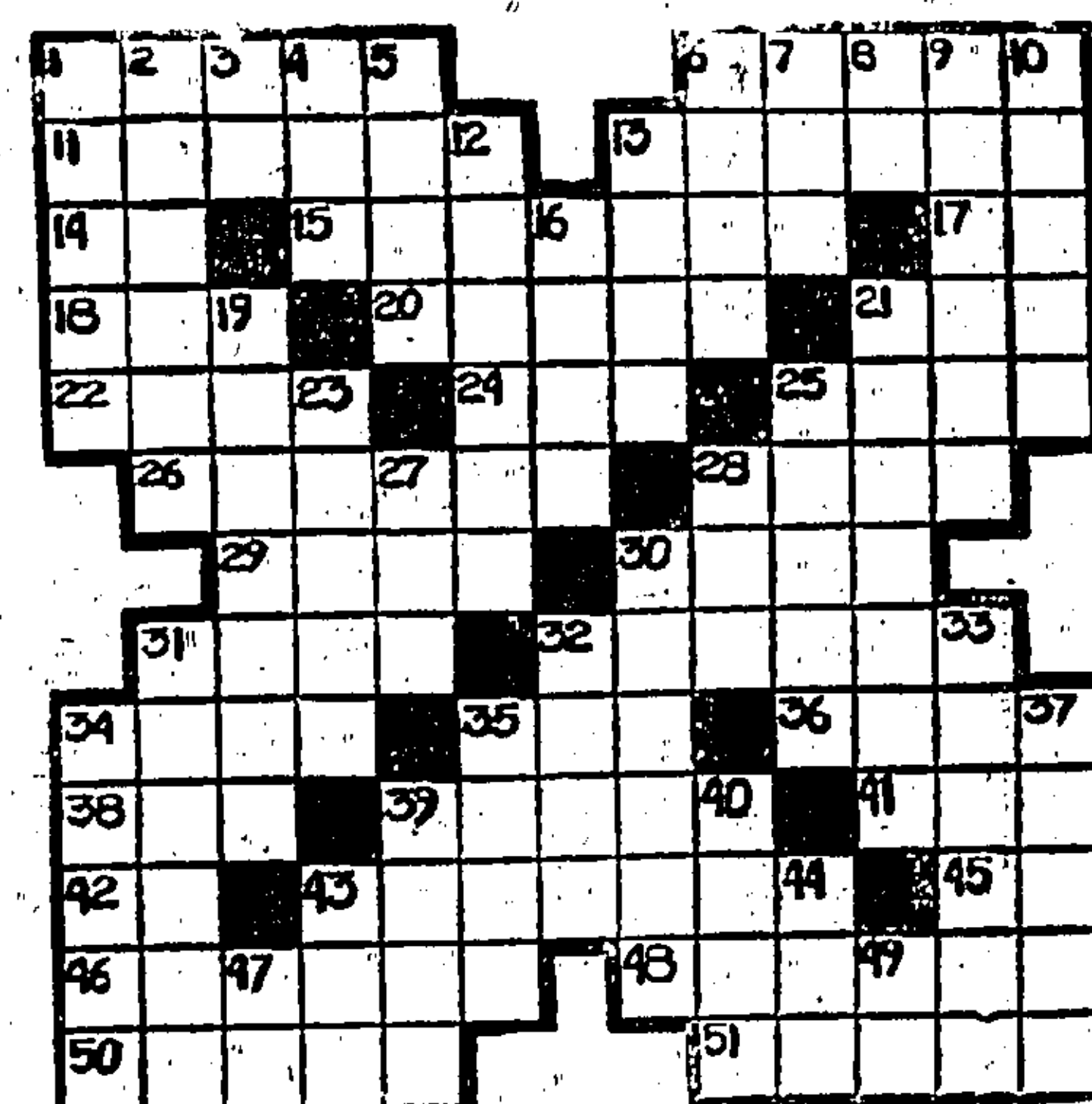
She aspired to become a prima |
donna. One day she had a great |
opportunity—an introduction to a |
famous critic.

She sang to him.
"Tell me," she asked him, "am |
I soprano or contralto?"
"Madam," he replied, sadly, |
"you are not."

Two labourers were wheeling |
rubbish in wheelbarrows. The |
head foreman spoke to one of them, |
and said: "Look here, my man! |
Your mate's wheeling two barrow- |
loads to your one!"

"Well," replied the workman, |
"don't accuse me. I've told him |
about it half a dozen times al- |
ready."

CROSSWORD PUZZLE.



Horizontal.

- 1.—Romulus.
- 6.—To burn with sudden bril-
liance.
- 11.—To turn away.
- 13.—Rubber.
- 14.—To exist.
- 15.—Irritated.
- 17.—Toward.
- 18.—Tavern.
- 20.—Part of arm.
- 21.—Seed container.
- 22.—Feet.
- 24.—Lyric poem.
- 25.—To separate.
- 26.—Terrible.
- 30.—To luxuriate.
- 31.—To split.
- 32.—To annoy.
- 34.—Part of skeleton.
- 35.—To chop.
- 37.—Greek love god.
- 38.—To fall behind.
- 39.—English island in Mediter-
ranean.
- 41.—To eat.
- 42.—Part of "to be."
- 43.—To behave.
- 46.—In this way.
- 48.—Distant.
- 49.—One who peruses.
- 50.—Girl's name.
- 51.—Dwelling.

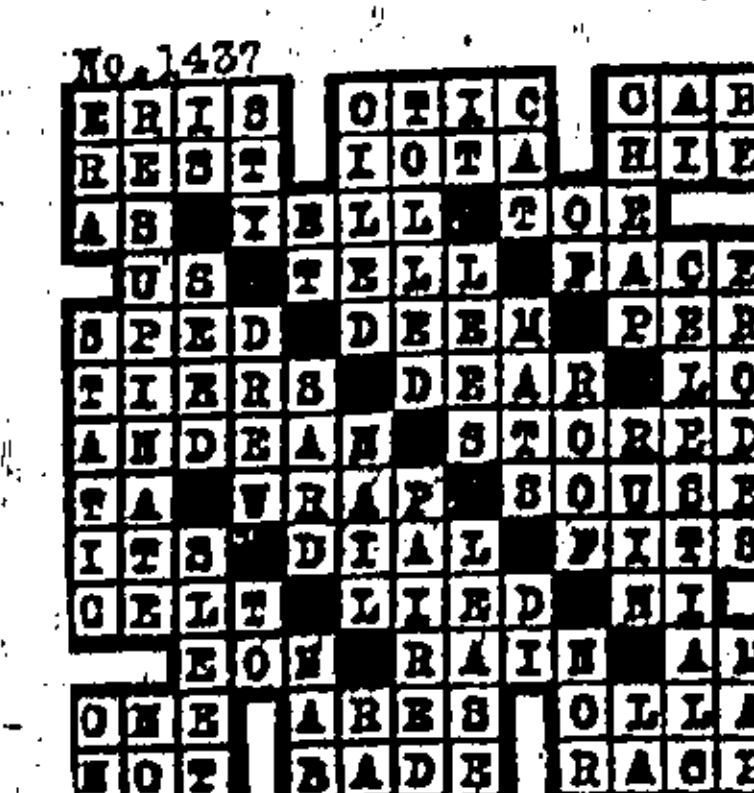
Vertical.

- 1.—Mad.
- 2.—Levelled.
- 3.—Pronoun.
- 4.—Vase.
- 5.—To boil.
- 6.—To worry.
- 7.—Boy.
- 8.—While.
- 9.—Answer.
- 10.—To wear away.

- 12.—Endeavoured.
- 13.—Otherwise.
- 16.—Ocean movement.
- 19.—Lacking.
- 21.—Pigs.
- 23.—To force onward.
- 25.—Social class.
- 27.—Anger.
- 28.—Dance step.
- 30.—One who wagers.
- 31.—Wandered.
- 32.—Soft mass.
- 33.—Awakened.
- 34.—Loud sound.
- 35.—Arrived.
- 37.—Seedling.
- 38.—Nocturnal insect.
- 40.—Space.
- 43.—Bed.
- 44.—Record.
- 47.—Musical note.
- 49.—To perform.

This puzzle took 22 minutes to
solve. See how long it will take you
to solve it.

YESTERDAY'S SOLUTION.



IN THE DARK ONCE AGAIN!

MORE TROUBLE AT CANTON POWER STATION.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Sept. 10.

The Electric Power & Light Company is again in trouble. No. 3 generator has broken down and it is impossible to maintain a continuous supply of current to all parts of the city. A large portion of Saikwan, Honam and the Old City is left in darkness for long intervals every evening. In order to assist the police in maintaining order the lights are switched on alternately in these areas for periods of about a quarter of an hour.

Residents and merchants are naturally very angry at being thrown back on the old-fashioned oil lamps and they are complaining bitterly. They have lodged protest after protest with the Municipal Bureau of Public Utility and the Government has severely reprimanded the Company, saying that it should have repaired the broken engine long ago. Over a fortnight has gone by and the engine has not yet been put into working order. The Government has imposed a fine of \$200 a night upon the Company from September 6 to the day when the engine is repaired. The money realised will probably be used for the improvement of the street lights. The Government has further ordered the Company to purchase more generators and to improve its plant to guard against such contingencies in the future.

A NEW BUREAU.

The Municipal Government has created another Bureau to be known as the Bureau of Social Affairs and Dr. Wu Pak Liang has been appointed as its chief. Dr. Wu will be formally installed into office to-morrow morning (Wednesday) with appropriate ceremony. The Bureau's offices will be the old Telephone Exchange building in Nam Tsin Street.

THE CONSERVANCY COMMITTEE.

The newly-appointed Kwangtung Conservancy Committee consisting of Messrs. Koo Ying Fun, Wu Han Min, Sun Po, Wu Teh Shing, Chen Ming Shu, Chen Tsai Tong, Lam Tsit Min, Yang Si Ngam and Admiral Chen Chak, were formally inducted into office yesterday in Canton and Nanking. General Chen Tsai Tong, Admiral Chen Chak and Messrs. Lam Tsit Min and Yang Si Ngam took the necessary oaths in Canton and the rest were sworn into office in Nanking.

The Headquarters of the Kwangtung Board of Conservancy Works were fittingly decorated for the occasion and Mayor Lam Wan Koi officiated. There was a large attendance, and many speeches on the necessity for conservancy works for the Province were delivered.

GUESTS OF CHIANG KAI SHEK.

(Wah Tai Yat Pao.)

NANKING, Sept. 10.

Chiang Kai Shek entertained General Chen Ming Shu, Chairman of the Kwangtung Provincial Government, and Divisional Commanders Yu Hon Mau, Li Yang King and Tsai Ting Kai of the Kwangtung troops at a banquet on Monday evening.

CANTON PLANES IN NANKING.

(Nam Chung Pao.)

The Canton aeroplanes "Punyu" and "Namhoi" arrived at Nanking from Shanghai on Monday. The "Tungkun" and "Chungshan" which have arrived at Shanghai from Amoy are undergoing an overhaul. The "Toysan" which crashed at Amoy, was taken back to Canton for repair.

THE WATER SUPPLY.

ISLAND INCREASE 36.49 M.G.

The total storage in the island reservoirs on the morning of Monday, September 9, amounted to 1,914.62 million gallons showing an increase of 36.49 million gallons during the past week; the amount collected from streams being 87.96 million gallons.

The week's consumption amounted to 51.47 million gallons.

Kowloon Supply.

The total storage in the mainland reservoirs on the morning of Monday, September 9, amounted to 493.71 million gallons showing an increase of 27.75 million gallons during the past week.

The week's consumption amounted to 27.29 million gallons.

The yield from the Shing Mun River and streams during the week is 56.31 million gallons.

CORRESPONDENCE.

THE CHILDREN AND OUR LOCAL STATESMEN.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

SIR—No one has as yet drawn attention to the piece de resistance of our excellent Government's financial estimates, etc., etc. I refer to last year's "saving" of \$22,000 on the proposed children's playground at Kowloon—an eloquent and practical comment on the "high falutin'" sentiments expressed at the last Legislative Council meeting.

Probably, however, none of the senior officials have ever seen the Chatham Road playground, and do not know that besides being drab, dusty and in the evening a coolies' spittoon, it is positively dangerous. It fronts a long stretch of straight road which offers a temptation to motorists, which, as a whole, they do not and cannot be expected to resist. The railings are about a couple of feet high, and take an active child of four some five seconds to scale. It is easy to "save" money by allowing such a wretched place to go unimproved.—Yours, etc., R. B.

Hong Kong, September 9.

PARKING CARS IN RUMSEY STREET.

LAWYER CLAIMS IT A QUESTION OF LAW.

A complaint that the wording on the charge sheet was not in accordance with the Traffic Ordinance and Regulations was lodged by Mr. E. Davidson when he appeared as defending solicitor in the matter of a traffic summons against the owner of private car No. 987.

The summons sheet in Court showed the wording to be "for that you unlawfully did park or place your vehicle on an unauthorised stand, to wit, Rumsey Street."

Mr. Davidson pointed out that the copy of the summons served on his client was worded somewhat differently in that the word "park" was left out.

Mr. Davidson went on to say that the word "park" was left out from both the Ordinance and the Regulations and added that he thought the exact wording of the summons was a matter of some importance.

His Worship pointed out that the discrepancies might have been due to a mistake in copying the summons on to an old form. It would take some time to go into the matter, but his Worship intimated that he would do so.

In giving evidence Sergeant B963 stated that on August 26, he saw private car No. 987 parked outside Wing On Co., at 1.05 p.m., near the kerb at the Des Vaux Road end. He warned the driver to move away but on witness returning an hour later the car was still there. He then took out a summons.

Mr. Davidson intimated that he would reserve his cross-examination.

Inspector Nicolls giving evidence said that Rumsey Street was not an authorised parking place.

His Worship: Where are the authorised stands set up?

Witness referred his Worship to a list mentioned in Government notification No. 586.

Reading Section 85 of the Government notification, his Worship said that the parking of private cars was not allowed in any street except those shown in Schedules "A" and "B." Rumsey Street was not on those schedules. The defendant, according to the Indian sergeant, had parked there for an hour.

Mr. Davidson contended that the whole case was merely a matter of the construction of the regulation and asked for an adjournment until Thursday afternoon, when Mr. H. K. Holmes, the Crown Solicitor, would appear.

An adjournment until Thursday afternoon was granted.

ARMED ROBBERY SEQUEL

THREE MEN AND A WOMAN CHARGED.

POLICE TAKE QUICK ACTION.

Four persons, three men and a woman, appeared before Mr. E. W. Hamilton at Central Magistracy yesterday in connection with an armed robbery at No. 18 Eastern Street, first floor, on August 28 last.

The first two defendants were charged with the armed robbery, the third man with possession of three revolvers and a quantity of ammunition, while the woman was charged with possession of stolen property.

Outlining the case for the prosecution, Inspector Bloor stated that the robbery was committed by five persons who gained admittance into No. 18 Eastern Street on the pretext that they had come on business. The floor was used by the Chin Hing Transportation Company.

After discussing various matters for twenty minutes, the robbers produced revolvers and bound and gagged the inmates. After pushing them into a cubicle they ransacked the premises. There was a quantity of Chinese twenty cent pieces in the safe, but the robbers left some of these behind, a point to which Inspector Bloor drew the Bench's attention.

The following day, the Police took out a warrant to search No. 12 Chung Hing Street, ground floor, occupied by the third defendant. There was a safe in the rear cubicle and the third defendant produced the key of that safe. The Police found a number of Chinese twenty cent pieces which called with those left behind in Eastern Street. They also found an Italian coin which was reported to have been stolen. On a bunk, the police found three revolvers fully loaded, one with eight rounds and the others with six.

On information received, the Police raided No. 99 First Street where the first defendant lived. The woman was also arrested from this house and she claimed to be the wife of the first defendant. Here the police again found more of the Chinese twenty cent pieces. On the person of the woman, the Police found some of the stolen jewellery.

At an identification parade held on August 28, the first defendant was picked out twice, but the second defendant was only partially identified. Inspector Bloor said that he had not much evidence against the second man, who was charged because he was on the premises at the time of the search and because he was partially identified.

After evidence in support of the opening had been given, the case was adjourned.

ALLEGED OFFENCE AGAINST A WOMAN.

CASE REMANDED AT THE MAGISTRACY.

Gourdi Singh, who is charged with an offence against a married woman appeared on remand before Mr. E. W. Hamilton yesterday. Prisoner asked leave to make a statement.

Permission having been given, Gourdi Singh said: "I have been serving this man for four months. He has two wives—one of 60 and the other 20. The younger one went over to a bungalow opposite to a driver employed by a European resident."

His Worship stopped Gourdi Singh at this point and turning to Mr. Horace Lo, solicitor for the defence, suggested that whatever the defendant might have to say should be to Mr. Lo himself.

Mr. Lo concurred, but defendant complained that he had not had the time or opportunity to speak to his solicitor. He was assured that Mr. Lo would see to that and he had no need to worry.

The hearing has been arranged for September 17 at 2.15 p.m.

HEALTH OF THE COLONY.

ENTERIC CASES LAST WEEK.

Seven cases of enteric (9 British, 1 Danish and 4 Chinese) were reported last week. There were three fatalities. One new case of smallpox (Chinese) and one fatality were recorded.

Under the headings diphtheria, meningitis and plague one case was in each instance recorded. One plague infected rat was also discovered.

ROUND THE COURTS.

SISTER AND BETROTHED PROSECUTE A GIRL.

MAGISTRATE WANTS TO KNOW MORE.

A young Chinese girl was charged before Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday with stealing a silver watch, an alarm clock, a watch chain, a pipe, a piece of satin and a suit case the property of her sister, and with stealing a gold chain, a sovereign, two gold finger-rings and \$33, the property of the man she was engaged to marry at Sha Po Road, Kowloon City.

The girl pleaded guilty to both charges. Inspector Phillips informed His Worship that the girl had access to her fiancé's quarters and during his absence in Canton she stole the articles mentioned. She reported the loss to the Police but it was subsequently revealed that she had committed the theft. Further enquiries led to the discovery of the thefts from the sister's house.

His Worship asked if the parties were anxious to prosecute. Inspector Phillips replied that they were, especially the sister.

The fiancé was asked if he was still willing to marry the girl and replied that he could leave the matter entirely to her. If she wished to marry him she could do so.

His Worship remarked that it was a case quite out of the ordinary. The prosecutor in one instance was a sister and in the other, the betrothed. His Worship thought it best to remand the case to consult the family and to give the complainants the opportunity to withdraw the charges.

SEDITIONARY PROPAGANDA.

A Chinese earth coolie was sentenced to two months' hard labour by Mr. Whyte-Smith for exhibiting a notice on the wall of Yau-mat Police Station, the said notice having contained anti-British propaganda.

Defendant pleaded guilty and said that he was ignorant of the laws. He committed the offence after having too many drinks.

Detective Inspector Fallon, who prosecuted, told His Worship that the notice had been exhibited without the permission of the S.C.A. and it was, therefore, not necessary to divulge the contents of the notice.

His Worship: Perhaps it would be better if I did not.

Continuing, Inspector Fallon said that the defendant was seen writing on the wall of the Station. An officer went up and arrested him but he struggled. Inspector Cotton came out and took the defendant into custody. The defendant was trying to stir up trouble amongst workers. There had been a lot of that in Hong Kong lately, and there was no doubt that he was a Communist.

His Worship convicted the defendant and remarked that it was a serious case.

ALLEGED OBSTRUCTION.

An Indian constable summoned the owner of a Ginger Factory at 255, Reclamation Street, before Mr. Whyte Smith, for causing obstruction by leaving some ginger barrels on the footpath.

Mr. Leo d'Almada, for the defence, said that the factory was a large concern. Each day at a fixed hour they moved several barrels of ginger to their godown in Dundas Street for shipment to Great Britain. The pathway where the obstruction occurred was the factory's own ground. It was rough and uncovered and was seldom used by pedestrians.

His Worship dismissed the summons but told the constable that he was quite right to bring the case. He should, however, have seen the Inspector at the Station to see if the factory owners had abused their facilities.

GRANDMOTHER AND HER CHILDREN.

Two Chinese women and a man were charged before Mr. Whyte Smith with harbouring and kidnapping a girl aged 16, and a boy aged 4, from the Kau Cheung Fong village, Shun Tak District.

Mr. R. H. Butters, of the S.C.A., prosecuted, and Mr. F. C. E. Rendall was for the defence.

Mr. Butters informed His Worship that he did not propose to proceed further against the defendants as he had not sufficient evidence. The third defendant, a granddaughter of the old woman who was the grandmother of the two kidnapped children and the complainant in the case, was still in hospital and unable to give evidence.

The case was that the male defendant was living with the two women, one of whom was his sister. He was not properly married to the other woman. He sent her to her village and told her to send her younger sister and small brother to Hong Kong, which she did. The

(Continued on next column.)

COMPANY LAW OMISSION.

SHARE ALLOTMENT RETURN NOT FILED.

EXPLANATION GIVEN IN SUPREME COURT.

An application was made by Mr. Hin Shing Lo, instructed by Messrs. Lyson and Hall, before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday for an extension of time in which to file an allotment of shares relating to the Tungar Press Company, Ltd.

Mr. Lo explained that the Company was incorporated on March 23, 1929, with a nominal capital of \$300,000 in 810 shares, and business commenced three days later after a declaration by Mr. Harry Hong Sling, secretary and one of the directors, that the conditions of section 89 of the Companies Ordinance, 1911, had been complied with and the necessary declarations filed with the Registrar of Companies. On September 2 the statutory report of the Company was filed with the Registrar. From March 23 to May 30 the number of shares, fully paid up, which had been allotted by the Company was 18,120.

Before the Company was registered, continued counsel, Ho Ping Chi, manager designate after the incorporation, had instructed Messrs. D'Almada and Mason in matters connected with the registration, but unfortunately Ho Ping Chi died before the registration was completed. No Neck Sang, of 27, Wongachong Road, was then appointed manager by Kan Yung Po and Chan Yuet Ting, and the two latter were to advise in matters affecting the Company. The manager, however, had been deprived of the benefit of this advice owing to the absence of the two gentlemen on business outside the Colony.

Mr. Lo added that the manager was under the impression that as a declaration had been filed no further steps need be taken in connection with allotment of shares, and for this reason he omitted to file the return. The omission was accidental and due to inadvertence, and the interests of any person holding the shares had not been prejudiced owing to the return not having been filed.

His Lordship granted an extension of time until Saturday next.

grandmother of the children thought that they were going for a holiday but when they did not return she sent her youngest daughter to Hong Kong to find them. This woman returned and told the grandmother that the children had been sold to Canton. The grandmother came to Hong Kong and reported the matter to the police. There was not sufficient evidence to proceed against the defendants and he would ask for a withdrawal of the summonses.

His Worship accordingly discharged the first and second defendants. The third, who is at present in hospital, would have to appear in Court for her discharge.

The old lady on seeing the defendants go free was overcome with grief and implored them to tell her where the grandchildren were.

Mr. Butters explained to His Worship that the grandmother was very much exercised about the loss of her grandchildren. There was a slight possibility of getting back the boy whom it was believed, had been sold in the Colony. The girl had been sold out of the Colony to Swatow and there was little hope of ever getting her back.

His Worship was very patient with the old lady, heard all she had to say and carefully explained the position. She then left the Court crying bitterly.

ASSAULT WITH HAMMER.

In sentencing a Chinese to six months' hard labour for assaulting a woman at No. 7, Yat Foo Street, His Worship remarked that the defendant was lucky he was not being sent back to gaol to be hanged for murder. The Police told His Worship that the defendant had been wronged by the woman and had struck her out of revenge on the head with a hammer. She bled profusely and had to receive medical attention at the Government Civil Hospital.

UNLAWFUL PARKING.

Charged with parking his car at Wardley Road, Mr. C. Bitter pleaded guilty but added that he had seen both public and private cars parked there. Inspector Nicolls said that all cars had been warned for the past month not to park in Wardley Street. A caution was registered.

For leaving his car in Caine Road about 50 yards away from the top of Old Bailey, Mr. S. L. Yen was fined \$3. Defendant stated that he had no idea of the occurrence but admitted that he might have left the car there on the day mentioned. He said that he went to Caine Road to attend a religious observance.

Autumn Display

of
NEWEST STYLES

in
Bags, Scarves
AND
Handkerchiefs

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"The Delysia" Handkerchiefs

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Ladies' Salon.

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(SELECTION OF SCHUBERT AIRS)

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TEL. K. 155.

NEW ADVERTISEMENTS.

CHINESE CUSTOMS NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS FOR KOWLOON AND DISTRICT will be CLOSED TO PUBLIC BUSINESS ON TUESDAY, the 17th SEPTEMBER, 1929.

E. A. MACDONALD,
Acting Deputy Commissioner,
In Charge ad interim.
York Building,
Hong Kong, 10th Sept., 1929. [8356]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of ROBERT INNES, late of Victoria in the Colony of Hong Kong, MARINE SUPERINTENDENT (RETIRED), DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 38 of Probate Ordinance 1897, made an Order Limiting the Time for Creditors and others to send in their Claims against the above Estate to the 18th Day of OCTOBER, 1929.

All Creditors and others are accordingly hereby required to send in their Claims to the Underigned on or before that date.

Dated the 31st day of August, 1929.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Princes Building,
Hong Kong. [8320]



PUBLIC AUCTION.

THE Underigned have received Instructions
To Sell By
PUBLIC AUCTION,

ON
WEDNESDAY AND THURSDAY,
11th & 12th SEPTEMBER, 1929.

AT
H.M. NAVAL YARD, HONG KONG,

AND AT
KOWLOON NAVAL DEPOT,

COMMENCING EACH DAY AT 9.30 A.M.

WITH AN INTERVAL
FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS
NAVAL STORES,

&c., &c., &c.

Comprising:—

Anchors, Chain Cable Gear, Forges,

Firebricks, Ships Bells, Iron Reel,

Davies, Air Pumping Plant, Cutter,

Sampson, Carr, Whaler, Dredger, Old

Lead, Battery Plates, Electrical and

Wireless Telegraph Fittings, Glycine,

Old Electric Cable, Bakery Oven, Iron

Mattresses and Bedsteads, Water Closet

Pans, Hydraulic Jacks, Carriage, Rugs,

Tables, Ice Chests, Chairs, Desks, Ornamental

Stoves, Cooking Pots, Water

Cans, New Carpet Cuttings, Old Steel

Files, Marking, Fold-up Ladders,

Thermometer, Old Tin Foil, Old Trawl,

Old Lignum Vitae, Canvas, Overcases,

Blankets, Unglazed Tiles, Metallic Hoops,

Old Cordage, Old Coir Mats, Canvas

Rags, Old India Rubber, Old Leather

and Dextrine, Glass Plates, Tinned Rags,

Old Woolen Bags, Old Cork, Coconut-Nut

Matting, Asbestos Packing, Old Iron

Drums, New Canvas Cuttings, Old Iron

and Steel, Old Scrap Brags, Copper,

Lead, Zinc, Metals of Sorts, Brass and

Gun Metal Borings, Zinc Bottoms and

Gun Ashes, Brass Tubes, Iron Blocks,

Lamps, Lanterns, Candle Tubes, Gauges,

Old Steel Plates, Old Steel Shovels, Old

Glass, Old Steel Wire Rope and Cuttings,

Old Tinned Mineral Oil and Oil Fuel,

Compass, Watches, Binoculars, Clocks,

Air Pipes and Brass Pipes, Photo-

graphic Materials, Firewood, Old Steel

Tools, Oil Pump, Circulating Pump,

Motors of Sorts, Electric Oil, Electric

Fans, Lamp Ends, Gymnastic Gear,

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Machines, Cordage, Machine, Lathes,

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RESERVE STORES—H.M. NAVAL

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Clothing, Waterproof Coats, Old Flying

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Rubber, Old Aluminium, Engine Steel,

Old Brass, Old Copper, Old Lead,

Phosphor Bronze, Old Fabric, Steel, Tin,

Old Tacks, Old Airscrews, Old Aero

Wheels, Packing Cases, Assorted Drums

(Containers), Etc., Etc.

Also SALE OF

OLD AND SURPLUS

VICTUALLING STORES

AT KOWLOON ON

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Comprising:—Serge, Flannel, Clothing

Remnants, Manufactured Pipe Tobacco

(1,000 lbs.), Sundry Articles of Mess and

Table Gear, including Electro Plate,

Cutlery, Hardware and Table Linen.

Also Condemned Provisions for

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By Appointment Auctioneers

to the Admiralty.

Hong Kong, 10th Sept., 1929. [8322]

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TRU SPAN ARCH SUPPORT

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You are cordially

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MOTOR LIGHTER, Teak Hull,

Equipped with Two 36 H.P.

Gardner Engines. Dimensions:

Length 85 ft., Depth 18 ft., Draft 6

ft. 6 in., Draft Light 2 ft. 6 in., Draft

Loaded 5 ft.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.05 p.m., stated:—

The anticyclone now covers N. China and Manchuria. The depression is now central to the south-east of Tokyo, moving E.N.E. Local Forecast:—E. or variable winds, moderate, fair.

ACKNOWLEDGMENT.

The Children of the late Mrs. A. H. M. DA SILVA, beg to tender thanks to their friends and relatives for their kind expression of sympathy in their recent sad bereavement and for floral tributes sent and attendance at the funeral. [8335]

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4011.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 11, 1929.

THE INSURANCE OF TELEPHONES.

A POINT has arisen of very great interest to a large and a growing number of people in this Colony, and concerning which there appears to be considerable difference of opinion. It relates to the respective responsibilities of those who hire and those who lend property. In the interests of all parties, it is very desirable that an authoritative statement should be made as to the facts of the position existing, thereby avoiding the possibility of controversy when circumstances arise which may result in the issue again being brought up. The question is: what are the actual responsibilities of a telephone subscriber over and above payment of his quarterly account? In March last the upper floor of the Savoy Hotel was destroyed by fire, and the telephones, fittings, and wiring on that floor were completely destroyed. We understand that a claim for loss and damage was received by the hotel proprietors from the telephone company, which was promptly passed on to the insurance company concerned for settlement. The assessor inspected the premises and, while not disputing the alleged fact of destruction, is said to have found that there was no contract existing between the hotel company and the telephone company. Consequently, no claim by the hotel for loss of and damage to telephones in the building could be entertained by the insurance company.

In due course application was made by the proprietors of the Savoy Hotel for the installation of new telephones in their renovated building, but it is understood this application was refused, pending receipt of compensation for the instruments and fittings which had been destroyed by fire. A guest residing at the hotel applied for a private telephone to be installed near but not in his room, but this application was refused on the ground that a telephone so installed would be accessible not only to the actual individual subscriber but to the hotel generally. The fixing of a telephone in the applicant's own private room was possible—but the guest had his own reasons for not wishing this to be done, and preferred to have the instrument fixed outside and not inside his apartment. The position, then, is that this gentleman is unable to transact business by telephone from his hotel, and is compelled to use a public exchange instrument when he wishes to communicate with his business friends. This, no doubt, causes considerable annoyance and loss of time, but is an aspect of the situation merely incidental to the larger and more important question of a subscriber's liability to the telephone company in the event of damage to or complete loss of an instrument.

In 1925 the interests and obligations of the China and Japan Telephone and Electric Co., Ltd., were taken over by the Hong Kong Telephone Company. Prior to this transfer, some—if not all—contracts with telephone subscribers appear to have included a clause expressly stipulating that the latter were responsible for instruments and fittings installed on their premises, except in regard to such damage as resulted from fair wear and tear. Obviously, damage or destruction as a result of fire was excluded, and subscribers were held responsible for any loss so accruing. When the interests of the China and Japan Telephone Company were transferred to the Hong Kong Telephone Company, the Telephone Ordinance (1925) appears to have limited the liability of the new concern to the extent of not requiring it to make good damage to telephone apparatus not caused by fair wear and tear. If this be the fact, then it would seem perfectly clear that the Telephone Company—insofar as subscribers taking up the service after July, 1925, are concerned—admits no responsibility or liability for damage to apparatus done by fire, flood, or any other such calamity. In regard to subscribers already connected with the telephone service prior to July, 1925, no new arrangement appears to have been entered into with them by the present company.

Some months ago the Telephone Company issued a circular to its subscribers, calling attention to this matter of insuring installations against loss or damage, and strongly advising that such risks should be covered. It was suggested that the sum of \$100 should be taken as a basis for assessing the replacement value of each telephone, this sum covering not only the instrument itself, but switching arrangements and cost of wiring. We understand that in some quarters there is a disposition to question the alleged responsibility of the subscriber to protect himself against such risks as loss or damage to apparatus. It is contended that, as the hirer of a telephone, the subscriber is responsible only for such damage to the instrument or apparatus as may be caused on his own premises by his own negligence. It is argued that destruction or damage by fire, not being so attributable, is therefore a risk which falls upon the owner of the property hired, and not upon the person hiring it. In the current issue of the telephone directory, however, there appears for the first time a very important clause, which reads as follows:—

"The subscriber shall be responsible for the payment of repairs or replacements required to damaged telephone apparatus where such damage is not caused by ordinary fair wear and tear. Damage or total loss due to fire, water, collapse of buildings, or theft shall not be considered as ordinary fair wear and tear, and the subscriber shall pay for the cost of making good such damage or loss."

The position as here set out is perfectly clear, but can it be retrospective? Does this clause appear in all existing contracts, and, if not, can subscribers be considered bound by it? If it is the fact, as is alleged, that some subscribers have taken the telephone service without agreeing to this or any similar clause, then the proper course to pursue would be to cancel the existing contract, giving the subscriber the option of signing a new agreement in which this very clear and definite clause is included. In Great Britain subscribers are specifically notified on taking the service that telephones are the property of the Postmaster-General, and are advised to insure themselves against fire and similar risks of damage to the instruments. How many people do actually cover themselves against such loss is not known; probably very few, but the fact remains that their liability is very clearly set forth. If they care to ignore the warning and take the risk, that is their affair. In view of the increasing use of hired property in Hong Kong—not only telephones, but geyers, gas-stoves, electric apparatus, pianos, and so on—care should be taken to see that responsibility for damage or loss is clearly fixed when the act of hiring takes place. That way much subsequent argument and annoyance can be avoided.

News and Views.

The Medical Officer of Health's return for Monday shows that no infectious cases were reported.

Professor and Mrs. J. L. Shell-shear and Supt. W. Kent were among the passengers who arrived here from Australian ports by the s.s. Taiping.

His Honour the Chief Justice has fixed Monday, September 16, for the Criminal Sessions trials included in the present month's calendar. The Sessions will open on that day at 10 a.m.

Sir Robert Ho Tung arrived at Taiyuan on September 8, and was welcomed and entertained at Government House by Marshal Yen Hsi Shan. Sir Robert was to leave for Wutai Mountain on Tuesday.

A telegram to the Chinese press states that the Bureau of Foreign Affairs in Nanking has been abolished by the Commissioner, Mr. Chiang Shih-hou, in accordance with orders from the Waichiaoou.

A Chinese press telegram states that the Loh Hwa Football team of Shanghai met a French team in Java and gained another victory, the score being 2-0. Lee Wai-tong and Darryl Chen netted the ball once each.

Ching Chi Hing, a rent collector who lived at 7A, Tai Wong Street East, second floor, and who died intestate in July last year, left local estate worth \$14,000. Letters of administration have been granted to the widow by the Probate Division of the Supreme Court.

The marriage of Mr. Roderick Arthur Cochrane Watson and Miss Joan Douglas Watson, whose engagement was announced on New Year's Day, will take place in London in November. Mr. Watson left Shanghai by the Empress of Asia with the best wishes of his friends.

The usual anti-British speeches were delivered in Chinese territory by the District Kuomintang propaganda corps on the occasion of the anniversary of the bombardment of Wanchien. A circular was issued, bitterly denouncing Great Britain for her alleged aggression towards the Chinese people.

Captain W. N. Custance, R.N., Lieut.-Com. A. L. Poland, Lieut. C. G. Graham, G. Grove, P. B. A. Caruana, Surg.-Lieut. T. H. B. Crosbie, Surg.-Lieut. T. B. Lynagh and G. A. Miller, from Hong Kong; Lieut.-Com. J. E. Caffin and Lieut. G. P. Davies, from Shanghai, have arrived in England.

General Hsu King Tong, Commander of the pro-Kwang troops in the East River District during the Inter-Kwang war has left Hong Kong for Japan. It will be remembered that General Hsu, after being badly beaten and driven out of Swatow, turned over the remnants of his defeated forces to a subordinate and came to Hong Kong.

Appropos of the British demand for compensation for the loss of British lives during the Nanking Outrage, the Chinese press reports that the British members of the Reparations Commission demanded \$300,000, but the Chinese commissioners agreed to pay \$100,000 only.

The gunboat Min-chuan, built to the order of the Chinese Navy by the Kiangan Dock & Engineering Works, will be launched in a fortnight's time. This vessel is 155 feet long, 28 ft. wide, 11 ft. in depth and 400 tons in weight. She will be capable of attaining a speed of 17 knots per hour.

A Chinese junk from Shanghai to Newchwang was robbed near Chingkow, Shantung coast, when a large number of pirates went aboard her and made off with valuables amounting to \$1,000. Her crew put up a sturdy resistance and two of them were shot dead, three seriously wounded, and the owner kidnapped.

On Saturday evening, at the Repulse Bay Hotel dinner, dance, Nina and Jacques, assisted by an augmented orchestra will give an exhibition of the latest dances, including the Argentine tango, the "dance to death" and the most up-to-date version of the "blue". Further particulars appear in our advertisement columns.

When the first submarines of the "O" class leave England for the China Station at the end of October they are to go out by way of South America. This will be the first time that some of the South American ports will have seen a submarine of the Royal Navy. At the same time that the "O" class leave the Titania and the "L" class submarines will leave China for home, but will return through the Suez Canal.

Count D. de Martel, the French Minister, is due at Shanghai at the end of this month to resume his negotiations with Dr. C. T. Wang.

Mr. L. Golet, Vice-Consul for Belgium, has been made acting Consul-General in Shanghai during the absence of Mr. R. J. Guillemae.

Eight machine guns and a large quantity of ammunition have been sent to the Central Military Academy in Nanking by the Kiangan Arsenal.

Mr. J. Prin-Moller, architect, a well-known member of the Shanghai Danish community, has been elected to the committee of the Chinese Institute of Technical Training in Shanghai.

During the absence of Mr. L. Gronvold, who is gone to Japan for a month's holiday, Mr. Chr. Johnson has been appointed acting Consul-General for Norway in Shanghai.

According to a report of the Shanghai Rice Merchants Association, 114,850 piculs of rice were brought to Shanghai during August, compared with 51,820 piculs in July.

The National Army Headquarters have circulated an order to various military commanders throughout the country instructing them to suppress all forms of Communist activities.

Inquests in Hong Kong.

No inquest was deemed necessary in connection with the death of the promising young officer who shot himself last Saturday at the Central Police Station. Medical testimony showed that the unfortunate man was suffering at the time from the acute torments of tubercular meningitis of the brain. There is no reason to doubt the declared result of the autopsy, but we are of opinion that in all such cases it is much more satisfactory, from every point of view, if such evidence is given before a Coroner's Court, thereby putting a check to idle gossip. It would be interesting to know exactly how decisions are made in this Colony as to whether or not an inquest be held. The general idea is that such inquiries are held solely at the discretion of the magistrate in whose district the tragedy occurs. In England an inquest is automatically held if no doctor is able to grant a certificate as to the cause of death, or if responsible application is made to the Coroner. If a person dies suddenly an inquest is held as a matter of course, and the doctor's evidence, in the vast majority of cases, stops uncharitable gossip once and for all. If there has been foul play, it is difficult for the crime to escape investigation. Inquests are so frequent in England and generally are so frequent that no stigma whatever attaches to the proceedings. It is impossible to apply quite so rigorous a system to a huge Chinese population, but at least in cases of fatal accidents to any person an inquest should always be held, and on Europeans under similar rules to those applied at home.

International Barter.

The Reuter cable reporting an arrangement whereby the Argentine Republic takes eight million sterling worth of British steel and iron manufactures, for which Britain takes an equal value of food products in exchange, is a curious reversion to the ancient system of barter. The British Economic Mission which arranged this deal is going on to Uruguay and Brazil, presumably in hopes of making a similar arrangement with those countries. It is one way of stimulating British trade, but what Lord Beaverbrook and his Imperial Free-trade Crusaders will have to say about it we shudder to contemplate. Latest reports from London indicate that the tangle with which Lord Beaverbrook is so industriously searching the depths where the fish are supposed to lurk is still coming to the surface empty. Even Mr. William Harrison has escaped its meshes. After taking some days to consider Lord Beaverbrook's pointed invitation to become a food taxer, he has replied, in an open letter, that "the Daily Chronicle is now associated with many leading provincial and national illustrated papers, of varying beliefs, all of which are under the control of a company of which I am chairman." Obviously an enterprise with varying beliefs and the concurrent necessity for being all things to all men, cannot adopt any bold political heresy. It is easy to appreciate Mr. Harrison's difficulty there. He would join Lord Beaverbrook's crusade "if it were possible to attain the ideal you preach and to weld the Empire into a Free Trade unit without adding to the cost of living for our own people." But, after carefully considering the pros and cons, he concludes that it simply cannot be done. "Happily," he soothes Lord Beaverbrook, "there are many ways besides tariffs in which Great Britain and the Britains beyond the seas can co-operate for the lasting good of the Empire." We can all say "Amen" to that.

KOWLOON-CANTON RAILWAY.

REIGN OF CHAOS IN BORDER TOWNS.

DEATH, DEVASTATION AND FLUNDER.

DEADLY SOVIET AIR RAIDS.

RUSSIAN CHARGES OF "AGGRESSION."

[THROUGH REUTER'S AGENCY.]

TOKYO, September 10.
A message from Harbin says that according to a Chinese refugee, who arrived at Muling, a Japanese resident was fatally injured when a bomb from a Soviet aeroplane struck the Hotel Europe at Pogranichnaya yesterday morning.

From Manchuria, it is reported that heavy fighting has broken out near the 86th Station. The Russians are alleged to have attacked in the course of yesterday afternoon and the Chinese resisted fiercely. The number of casualties is not known. It is reported that Soviet aeroplanes flew over the station and dropped bombs.

"A Border Incident!"

LATER.

While official reports corroborate Press despatches regarding the generally serious outbreak of fighting in the region of Pogranichnaya, the death of a Japanese in a Soviet air raid has not yet been officially confirmed, though enquiries are being made.

Official quarters regard the fresh outbreak of fighting as merely in the category of a border incident. They do not take the Russian offensive seriously as they consider it is probably due to the Russian troops having been stirred up momentarily by M. Karakhan's indignation against China's alleged inactivity.

Muling Threatened.

HARBIN, September 10.
Rengo learns that early this morning six Soviet planes flew over Pogranichnaya and dropped three bombs on the station, and two on the street, according to a message from Muling, 40 miles west of Pogranichnaya.

The same report states that the population of Muling have been thrown into consternation by a report that Soviet planes are flying to Muling, with the headquarters of the Chinese garrison as their objective.

Destruction at Suifenho.

PEKING, September 10.
Reports from Harbin confirm that the Suifenho Railway Station has been destroyed by bombs from Soviet aeroplanes, causing more than 30 casualties. Thereupon the railway staff decamped, rather than went on strike.

The Customs staff has also left Suifenho, and is at present staying at Muling. Four troop trains left Harbin for Suifenho on Sunday, to reinforce the Chinese garrison. Three Chinese were killed and several injured when a train was blown up five kilometres from Suifenho on September 8. The explosion wrecked the locomotive, two passenger cars, and one sleeping car.

Japanese residents of Suifenho are most anxious to depart to Harbin, but at present are unable to do so, owing to a shortage of rolling stock.

Muling Bombed.

MUKDEN, Sept. 10.
An official communiqué issued today states that Pogranichnaya railway telegraph, and radio stations have all been destroyed, and 40 soldiers and 30 railway employees killed and wounded, mostly by aeroplane bombs.

The Russian Navy is trying to force the mouth of the Sungari River. The river mouth has been mined by the Chinese Navy. This morning Muling, west of Pogranichnaya, was bombed by Soviet aeroplanes.

Scenes of Terror.

HARBIN, Later.
Rengo has received information from Pogranichnaya that complete anarchy prevails in the border town, as a result of the recent Soviet air raids and bombardments. The city is infested with robbers.

RUSSIA'S "SELF-DEFENCE" PLEA.

"PROVOCATIVE ACTS" BY CHINESE.

[THROUGH REUTER'S AGENCY.]

Moscow, Sept. 10.
The Foreign Commissariat has handed a statement to the German Ambassador with a request that he transmit it to the Mukden and Nanking Governments.

It says: "There have been nineteen new cases of attack on Soviet territory by Chinese military units and White Guard gangs, for which it lays full responsibility on the Nanking and Mukden Governments, and declares that the Soviet troops are compelled in self-defence, to take firm retaliatory action to protect the frontier and the peaceful population."

It draws the serious attention of the Nanking and Mukden Governments to the "painful consequences which may take place in case of new provocative attacks by Chinese troops and Russian White Guards."

Germany Dubious.

Berlin, September 9.
The German Foreign Office has replied to the Soviet Note of complaint regarding the treatment of Soviet citizens in Manchuria.

The German Foreign Office declares that the German Consulates in China had done their utmost to safeguard Soviet interests, and draws attention to the fact that their protective measures would be much more effective if the Soviet Government instructed its informants to submit their statements immediately to the German Consuls.

The reply asks for details regarding the alleged executions and disappearances of the Soviet citizens, and requests that the Soviet Government refrain from reprisals until the German Embassy at Peking has reported on the Russian complaints.

THE RUSSO-CHINESE DECLARATION.

Moscow, August 30.
The text of the Sino-Soviet joint declaration handed to Ambassador von Dirksen by Foreign Commissar Litvinoff is as follows:—
"Both parties, concerned hereby declare that they will settle all the pending questions between them in conformity with the agreement of 1924, and particularly agree upon conditions of redemption of the Chinese Eastern Railway in accordance with Article 9 of the Peking Agreement."

Both parties will immediately appoint properly accredited representatives to a conference to settle all questions mentioned in the previous clause.

"Both parties believe that the situation of the Chinese Eastern Railway, which developed after the conflict, must be altered in accordance with the Peking and Mukden Agreements of 1924 on the understanding that all such alterations will be solved by the conference provided for in the previous article."

Directorate Supreme.

"The Soviet Government will recommend a manager and assistant manager for the Chinese Eastern Railway who will be appointed by the Directorate of the said line. The Soviet Government will instruct those Chinese Eastern Railway employees who are citizens of the U.S.S.R. and the Chinese Government will order its local authorities and their organs, strictly to observe the conditions contained in article 6 of the 1924 Agreement."

"Both parties will immediately release all persons who were arrested in connection with the present incident, or after May 1, 1929."

Simultaneously with the handing of the Soviet draft of declaration, Foreign Commissar Litvinoff declared to Ambassador von Dirksen that the Soviet Government sees no reason for appointing a new manager and assistant manager as proposed in the Chinese draft of declaration, replacing those already lawfully appointed who performed their functions strictly in accord with the agreement.

If New Chairman Is Appointed.
However, should the Chinese Government appoint a new chairman of the Directorate in place of the present chairman, upon whom lies the immediate responsibility for violation of the established treaties, went on Mr. Litvinoff, the Foreign Commissariat, in keeping with the unalterable policy of the U.S.S.R., and meeting the wishes of the Chinese Government, will raise before the Soviet Government the question of appointing a new manager and assistant manager."

Mr. Litvinoff declared that such appointment must of course take place simultaneously with the signing of the joint declaration.

ALLIANCE AGAINST CHIANG DENIED.

(Nam Chung Pao.)

During the inauguration ceremony of Mr. Hsu Yung Chang as Chairman of the Hopedai Provincial Government, General Ho Cheng Chun emphatically denied the rumours that Yen Hsi-Shan and Chang Hsueh-Liang are co-operating with Feng Yu-Hsiang, and that Tang Sang-Chi and Chang-Fat-Fui have formed an alliance with the object of deposing Marshal Chiang Kai-Shek.

BRITAIN GETS BIG ORDERS.

AGREEMENT WITH THE ARGENTINE.

REVERSION TO BARTER?

[THROUGH REUTER'S AGENCY.]

LONDON, September 10.
The Foreign Office announces that one of the results of the visit of the British Economic Commission, headed by Lord d'Abernon, to the Argentine is the negotiation of a provisional agreement providing that the Argentine Government shall purchase £8,000,000 worth of British railway and public works manufactures during the next two years.

This is to be in return for British trade purchases of Argentine food products of similar value.

The Mission is now going to Uruguay and Brazil.

BRITISH INSURANCE MEN REACH HARBIN.

RESCUED BY CHINESE SOLDIERS.

[THROUGH REUTER'S AGENCY.]

PEKING, September 10.
Messrs. Burton and Godfrey, the British insurance inspectors who were captured by bandits on August 17, in Manchuria, and released on September 4, have arrived at Harbin, under an escort of Chinese troops. Both are fit and well. They were released when Chinese troops threatened to attack their captors.

OSAKA-DAIREN AIR SERVICE.

[THROUGH REUTER'S AGENCY.]

OSAKA, September 10.
A daily commercial airway is being opened from Osaka to Dairen via Chosen to-morrow. A Tokyo-Osaka service has been in operation for some time.

CHOLERA SPREADS IN JAPAN.

DRASTIC PREVENTIVE MEASURES.

[THROUGH REUTER'S AGENCY.]

TOKYO, September 10.
Cholera in Western Japan continues to spread, and the cases now total 102, with an increase of three to six daily.

Drastic steps have been taken to prevent the spread of the disease, and heavy rain, with cooler weather in the past few days, should bring relief.

B. & S. HANKOW PROPERTY.

TROUBLE ARISES WITH MUNICIPALITY.

[THROUGH REUTER'S AGENCY.]

HANKOW, September 9.
Trouble has arisen here in connection with action taken by the Chinese authorities in demolishing property belonging to Messrs. Butterfield & Swire.

Yesterday, employees of the Wuhan Municipality commenced to demolish the roofs of Messrs. Butterfield & Swire's transit-sheds on the native Bund immediately adjoining the former British Concession. It is understood that the Municipality wishes to extend the bundage through Messrs. Butterfield's property to the native city, and have been endeavouring to negotiate for the surrender of the property for some time past.

Messrs. Butterfield & Swire, however, have consistently referred the Municipality to the Consular authorities, but, as far as can be ascertained, matters have not been broached by the Chinese to British official quarters, and they have commenced demolition of the property merely as a test.

It is understood that the compensation offered to Messrs. Butterfield & Swire is purely nominal. Matters are now in Consular hands, and further developments are being awaited with much interest.

LOSS OF FINNISH STEAMER.

[THROUGH REUTER'S AGENCY.]

HELSINKI, Sept. 9.
Although the disaster to the Finnish s.s. Kuru occurred so close to shore, there were only twenty-six survivors, out of 162 souls on board.

"UNITED STATES OF EUROPE."

M. BRIAND'S SCHEME EXAMINED.

FAVOURABLE RECEPTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 9.
M. Briand to-day entertained to luncheon the representatives of twenty-seven European countries, and explained to them his ideas for an "Economic European Federation."

An exchange of views followed, and finally M. Briand said he would address a Note to each Government fully explaining the scheme.

An official communiqué issued shortly after the luncheon says that the delegates unanimously promised to consider M. Briand's proposal sympathetically, and undertook to inform their Governments on the questions involved.

They requested M. Briand to draw up a Memorandum to the European Governments who are members of the League, and afterwards to institute a general consultation. M. Briand was requested to prepare a summary of the views expressed at such future meeting, and to submit the same in the form of a Report during the Assembly of 1930.

Position of the Soviet.

Subsequently interviewed, M. Briand said that if the Soviet Government wished to participate in future deliberations they were welcome. He added: "After all, twenty-seven States mean something and we are not going on our knees to ask Russia to co-operate in our endeavours."

Mr. Graham's View.

Mr. William Graham, the President of the Board of Trade, briefly touched upon M. Briand's proposal of an economic United States of Europe, in the course of a speech in the Assembly this afternoon.

He emphasised the necessity for mutual frankness if they hoped the scheme to prove successful, and furthermore, a completely free exchange of products was essential to success. He declared that the existing coal and steel cartels should not be used to the public detriment.

He proposed that an agreement should be made for two years during which time the States would undertake not to increase their present tariffs. He added that the two years' interval might be used to advantage to prepare for a conference to determine how existing tariffs might be reduced.

A Feasible Scheme.

Mr. Graham added that he saw no reason why M. Briand's scheme should not be possible if the problem were tackled in the right way. They had the economic machinery of the League which could be used for linking up nations economically, thereby bringing a practical message to the world.

There was no country in Europe, he said, where industry could not be further improved.

Referring to the two years' tariff "holiday" which he had proposed, Mr. Graham said he would like to see an international conference summoned immediately to get to work on the matter.

Where Dominions Stand.

Regarding the attitude of the British Dominions, he said it must be remembered that they had their own tariff systems, though he hoped they would be ready to take their place in a movement towards freer trade.

This, he said, was largely a European problem, but he hoped the British Empire would march substantially in step, though he was unable to pledge any Dominion or Colonial Government, since these were separately represented in the League Assembly.

AUSTRALIAN INDUSTRIAL MEASURE.

GOVERNMENT DEFEATED.

[THROUGH REUTER'S AGENCY.]

CANBERRA, September 10.
The Government was to-day defeated by 35 votes to 34 on the Hughes amendment at the Committee stage of the Arbitration Bill. The Bill had passed the House of Representatives, after a fierce battle.

JAPAN APPROVES CHANGE IN COVENANT.

MESSAGE TO GENEVA.

[THROUGH REUTER'S AGENCY.]

TOKYO, September 10.
After a full discussion of Mr. Henderson's proposal at Geneva, for the revision of the Covenant of the League of Nations for the purpose of meeting the changed situation created by the enforcement of the Kellogg Pact, the Cabinet has decided to approve the British suggestion.

PLIGHT OF MINE WORKERS.

INTERNATIONAL INQUIRY URGED.

MR. GRAHAM AT GENEVA.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 9.
Mr. William Graham, the President of the Board of Trade, in the course of a long address on economics in the League Assembly this afternoon, emphasised the desirability of an international agreement regarding conditions in the coal industry, and urged the League of Nations to appoint as speedily as possible an international conference to deal with the matter.

In the course of his survey of the international coal situation, Mr. Graham suggested that the Second Committee of the Assembly should draw up a resolution for submission to the Assembly, designed to procure the necessary conference as soon as possible.

Immediate Action.

If the conference could not embrace the whole of the questions and issues involved, he said that there might be almost immediately a conference dealing particularly with conditions of employment in mines.

This would at least be one step towards an understanding of European coal difficulties, and it would bring a message of hope to millions of men in all lands who relied on coal production for their daily bread.

He urged that the present coal cartels should not be used to the public detriment.

Dilatory Members.

Referring to the work of the League generally, and particularly in the economic sphere, Mr. Graham drew attention to the delay of many countries in ratifying the numerous conventions drawn up under the auspices of the League.

He pointed out that since 1920 no fewer than forty-five new Conventions have been discussed and approved by members of the League, but that of this total only twenty-two have made considerable progress because of the absence of sufficient support.

It had been pleaded by some "dilettantes" that non-ratification was due solely to pressure of other Parliamentary work, but he thought it would be possible for part of the Parliamentary time of all to be devoted to giving assent to international obligations which might be more valuable in the long run than a good deal of domestic legislation.

BRITAIN AND RUSSIA.

GENERAL HOPE FOR AN AGREEMENT.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 9.
Interviewed by Press representatives on the subject of the prospects of improving Anglo-Russian trade, Mr. Graham announced that Mr. Arthur Henderson, the British Foreign Secretary, will very shortly resume with Russian representatives the discussion of a renewal of diplomatic and other relations.

There could be no doubt, he added, that economic and trade aspects would be a very large element in the discussions.

There was a general hope that an agreement would be reached, from which a largely increased trade with Russia would accrue.

"HIGHLAND PRIDE" NOT SUNK.

BUT BADLY BATTERED.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9.
The report of the sinking of the British s.s. Highland Pride was a little premature, though the vessel, which belongs to the Nelson Shipping Line, is in a precarious position.

Apparently she struck a rock and is very badly holed forward. Latest reports state that she is lying with her bows submerged. Most of the passengers' luggage and the mails have been saved.

The boats were filled and launched in the most orderly manner, and Spanish trawlers towed them to port in pouring rain.

There was no panic, and apparently no real danger of loss of life.

A "PICTURE-GRAM" SERVICE.

[THROUGH REUTER'S AGENCY.]

SYDNEY, Sept. 9.
A "picture-gram" service was opened to-day between Sydney and Melbourne, letter-press, photographs and advertisements being efficiently transmitted within a few minutes.

AMERICAN TRIAL DRAMA.

LIFE "IN THE RAW" IN CAROLINA.

JUROR GOES INSANE.

[REUTER'S AMERICAN SERVICE.]

CHARLOTTE, N.C., Sept. 10.
A trial, which has aroused passion and prejudice almost equal to the Sacco-Vanzetti case, has ended suddenly, owing to a juror becoming insane. The judge pronounced it a mistrial.

The accused were 13 men and 3 women, textile workers, charged with murder in connection with the death of Mr. Aderholt, chief of Police of Gastonia. The trouble began when Trade-Unionists from the north came to organise the workers to fight the alleged terrible conditions in Southern mills.

Shooting occurred when the police were dispersing the crowd outside the Trade Union Headquarters at Gastonia in June. The accused pleaded self-defence.

A new trial has been fixed for September 30.

ITALY NOT TO TRY AGAIN.

SCHNEIDER CUP DECISION.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9.
That Italy will not compete in the Schneider Trophy Contest again was the opinion expressed by Colonel Bernasconi, the leader of the Italian team, in the course of an interview at Calshot.

He thought Britain would try to win the Trophy outright, but after that, there would probably be no further Schneider Cup races. The nations would, he thought, concentrate on beating the world speed record.

Britain's Speed Bid.

LONDON, September 10.
Flight-Lieut. Stainforth, flying a Gloster-Napier six, completed five flights across a measured course of three kilometres on the Solent, in an attempt to beat Major Bernhardt's world speed record.

His speed is not yet divulged. Squadron Leader Orlebar, in the Royal-Royce Supermarine 80, also made four flights over the course, but no results are yet available, pending the development of films taken by cinematograph camera, recording the seaplanes passing the starting and finishing points.

ROTTERDAM DOCK FIRE.

OIL CAUSES BLAZE.

[THROUGH REUTER'S AGENCY.]

ROTTERDAM, Sept. 9.
While the British oil-tanker "Vimeira" was being cleaned in dry-dock to-day, the oil on the water round the vessel caught fire. The flames spread to the ship with alarming rapidity and a number of men working on board were cut off. Ten of the crew and the dock-staff are missing. Up to the present, three charred corpses have been recovered.

Casualties Grow.

AMSTERDAM, Sept. 10.
The latest casualties on the "Vimeira" are eight Dutchmen killed or missing, three seriously hurt, and two Englishmen missing.

ALAS! MY POOR BROTHER!

COMRADE PEPPER'S "DOUBLE LIFE"

[THROUGH REUTER'S AGENCY.]

ROCK, Sept. 9.
Comrade Pepper, the leader of the Communist Party of the United States, has been expelled from the Communist International for failing to obey executive orders given him and for refusing to return to Europe from America to explain his conduct.

It is alleged that Pepper presented bills for work in Korea, whether he was ordered but never went. He was all the time in America, engaged in anti-Communist propaganda.

NEW MEMBERS OF THE LEAGUE.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 9.
Poland has been selected as a non-permanent member of the League of Nations Council. Yugoslavia and Peru have been elected as non-permanent members, replacing the outgoing states, Rumania and Chile.

CAMPAIGN AGAINST DISARMAMENT.

MR. SHEARER'S SERIOUS ALLEGATIONS.

AMERICA EXCITED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 9.
Official circles are now "buzzing with excitement" as the result of fresh allegations by Mr. William Shearer, whose alleged activities at Geneva have caused a sensation, leading to action by President Hoover.

Mr. Shearer now asserts that four United States Admirals encouraged him to spread propaganda against the curtailment of the United States Navy, and he adds definitely that he helped to disrupt the 1927 Naval Conference at Geneva, aided by official data secretly supplied by officers of the United States Naval Intelligence Department.

Senator Borah has demanded an inquiry, and insists that the Naval Affairs Committee should question the naval officers named by Mr. Shearer.

President Hoover has intimated that a searching investigation should be made of the business interests alleged to be financially implicated. In a further statement, Mr. Hoover says he is satisfied that Rear-Admiral Hilary F. Jones, the chief American naval delegate at the 1927 conference was never connected with Mr. Shearer.

The latter, meanwhile, poses as a super-patriot. He says he was informed at Geneva that it was inadvisable for him ever to set foot in British territory. He recently wrote to Mr. Ramsay MacDonald in this connection, but received no reply. The newspapers say that Mr. Shearer was formerly a London theatrical manager.

CABINET SPLIT POSSIBLE.

SEQUEL TO SPEECH AT GENEVA.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9.
The Cabinet met to-day for the first time since the recess. Its most urgent business is believed to relate to the British-American naval conversations, but the *Evening Standard* asserts that the Cabinet is faced with a split on Mr. Henderson's announcement at Geneva that Great Britain was prepared to sign a treaty for financially assisting those states, which were victims of aggression.

It is noteworthy that there has been much hostile comment in the Conservative Press since Mr. Henderson's declaration, which is described as a revival of the "Geneva Protocol," and is calculated disproportionately to burden the British taxpayer. This is all the more surprising after Mr. Snowden's stand at The Hague.

The *Evening Standard* declares that Mr. Snowden, the chief Cabinet opponent of Mr. Henderson in this connection.

An Emphatic Denial.

LONDON, Sept. 10.
The *Daily Herald* emphatically declares that the report of a split in the Cabinet is untrue. It understands that the main business at yesterday's meeting of the Cabinet concerned Iraq.

H.M.S. CUMBERLAND.

FIRST SHIP TO USE SINGAPORE FLOATING DOCK.

H.M.S. Cumberland, which arrived here on Sunday morning flying the paying-off pennant, left yesterday afternoon.

She will go into the new floating dock at Singapore to have her bottom cleaned, and will be, incidentally, the first ship to use the dock. The Cumberland will subsequently sail for Home and after being paid off will undergo extensive repairs.

KISSING A CRIME IN HANKOW.

£25 FOR DISPLAY OF AFFECTION.

Hankow, Sept. 1.—It now costs any Chinese, male or female, in Hankow at least £25 to kiss in public. The decree pronouncing "outdoor kissing" a social vice was issued by the Public Safety Bureau last week, the ban being a part of the campaign launched by the Chinese authorities against all "immoral practices" in the Wuhan centre.

The first offenders against the new law were a newly-married couple, Mr. and Mrs. Chen Chang Hang. Mr. Chen was caught kissing his bride in a hired carriage last evening by a policeman in the Chinese City. The couple were placed under arrest and later, at the police station, they were fined £25 each. In addition, they had to furnish a guarantee that in future they would not again commit the "crime."—*United Press*.

ST. LEGER FANCIES.

CHANCES OF CANDIDATES DISCUSSED.

WILL AN OUTSIDER WIN?

The St. Leger—the final “class” race of the season—will be run to-day, over the Town Moor course at Doncaster, and as the distance is a little over a mile and six furlongs, the race will provide a fine test for the best three-year-olds of the season.

From the list of probabilities and jockeys called by Reuter it can be seen that none of the Derby “failures” (excepting Mr. Jinks) are starting. The horses which were favoured for the Derby but which failed even to find places, such as Gay Day, Cragador, Kapi, Hunters’ Moon, and a few others are not in to-day’s race.

Walter Gay, who was second in the Derby, was scratched in July, although this animal was thought to have a very excellent chance of annexing the St. Leger honours immediately after the Derby was run.

Trigo’s Chances.

The Derby winner, Trigo, should go to the post to-day a firm favourite. If the condition of the ground makes the going hard, experts are of the opinion that Trigo will do the trick as he did at Ipswich in June. He will be ridden by Marshall, and on hard going he would have a great advantage over certain rivals who are notoriously affected by such conditions. On the other hand, it is just possible that the conditions underfoot will not be specially in Trigo’s favour, in which event it will be a difficult thing for the Derby winner to win on merits. Trigo’s win in the Derby was a great surprise, and he is still held by many as a horse below the usual standard of classic winners. Some tipsters have openly written advising followers of the turf to keep off Trigo.

The Oaks Winner.

Pennycomequick, the winner of the Oaks this season, will be another well-backed candidate to-day. The filly has only been beaten once, and it is claimed for her that she was off colour on that occasion. At Manton, where the filly is trained, confidence is plentiful on the filly’s chances, as the animal has a fine record, but with the continued hard going it probably has been no easy matter to prepare her for the race.

Grand Prix Winner.

French interest will be represented by the Grand Prix winner Hot Weed, an animal with a fine record, and there are not a few who think that Hot Weed will account for the St. Leger this year.

KOWLOON BOWLING GREEN CLUB.

ST. LEGER SWEEPSTAKE—RESULT OF DRAW.

No. of Horse.	Name of Horse.	No. of Ticket.	Holder of Ticket.
1.	Hotweed.	1523.	Bond & Co.
2.	Trigo.	1602.	R. C. Pass.
3.	Pennycomequick.	1607.	Thomas & Co.
4.	Brienz.	2782.	Martin, Orm, Minn, Isabel.
5.	Hunter’s Moon.	292.	J. W. Turnbull.
6.	Posterity.	1263.	Seng Kee.
7.	Haste Away.	1536.	Alexander.
8.	Mr. Jinks.	2140.	Ninian Watson.
9.	Bosworth.	2220.	F. Reynolds.
10.	Tom Peartree.	3204.	Minnie Goodman.
11.	Empire Builder.	1492.	Keith & Bald.
12.	Cavendo.	3205.	E. Doherty.
13.	P.D.Q.	4003.	R. G. Craig.
14.	En Garde.	1655.	R. Sapsed.
15.	Defoe.	2251.	Leung Sow.
16.	Buland Bala.	3432.	Brayfield.
17.	Ellenborough.	1123.	F. Norington.
18.	Gay Day.	2622.	The Game.
19.	Horus.	3206.	Minnie Goodman.
20.	Totalisator.	4013.	A. Union.
21.	Osiris.	2930.	Ah Ngau.
22.	Lemon Car.	822.	Morris.
23.	Reflector.	2787.	W. Stewart.
24.	Bulwark.	333.	Bonzo.
25.	Great Scot.	1979.	Chow Man Kun.
26.	Bell’s Mare.	2511.	Wing Shing.
27.	Leonard.	757.	Ah Chee.
28.	Vardi.	2593.	E. L. Holland.
29.	Sister Anne.	1984.	Wong Jau.
30.	Grand Prince.	3992.	Sui Yee.
31.	Middle East.	3712.	H. Y. Paul.
32.	Fons Pertuis.	408.	D. B. Chapman.
33.	Cuttle Fish.	3346.	
34.	The Field.		

Total number of tickets sold 2,152 at \$1 \$2,152.00

Less Club’s commission, viz.: 10% 215.20

Available for distribution \$1,936.80

1st prize 70% \$1,355.76

2nd prize 20% 387.36

3rd prize 10% 193.68

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HOME FOOTBALL.

SHEFFIELD UNITED’S POOR PERFORMANCE.

WEST HAM’S BIG WIN.

[THROUGH REUTER’S AGENCY.]

LONDON, Sept. 9.
Results of League games played to-day were as follows:—

Division I.

Aston Villa 2 Derby County 2
Sheff. U. 1 Middlesbrough 3
West Ham U. 1 Newcastle U. 1

Division II.

Blackpool 5 Notts Forest 1
Charlton A. 4 Stoke City 4
Notts County 2 Bradford C. 0
Preston N.E. 2 Cardiff C. 3
Southampton 3 West Brom. A. 2
Wolverhampton 2 Reading 1

Division III. (Southern).

Coventry C. 1 Bristol Rovers 0
Northampton 2 Merthyr Town 0
Norwich City 1 Luton Town 1
Swindon T. 5 Newport C. 1
Walsall 4 Q. P. Rangers 0

Division III. (Northern).

Accrington S. 3 Hartlepool 0
Barnsley 1 Stockport C. 4
Halifax T. 0 Tranmere R. 1
Lincoln C. 1 Rotherham U. 1
Port Vale 5 New Brighton 1

BAFFLING MYSTERIES OF THE ORIENT.

A BEWILDERED TRAVELLER.

STORIES OF HIGH LIFE ON LOW PAY

APOLOGY TO INSPECTOR F. W. SHAFTAIN, HONG KONG POLICE.

In our issue of Saturday, August 24 last, there appeared an article headed:—“Baffling Mysteries of the Orient.”

In the evening of Monday, August 26, a writ was served upon the Hong Kong Daily Press, Ltd., on behalf of Inspector F. W. Shaftain, of the Hong Kong Police, for damages for libel, the claim being based upon the article above referred to.

On August 27 the Editor of the Daily Press wrote as follows to the solicitors for Inspector Shaftain:—“With reference to the writ which you served on us last evening, on behalf of your client Mr. F. W. Shaftain, claiming damages for an alleged libel contained in an article entitled ‘Baffling Mysteries of the Orient,’ which appeared in our issue of the 24th August, I desire to take this, the earliest opportunity, of informing you that, before receiving the writ, I had absolutely no idea that your client could possibly have thought that the article in question had any reference to him.”

The article sought to express, in an imaginative form, a sort of parable on certain aspects of life in general. No specific individual was aimed at, or ever intended to be aimed at, and there was absolutely no intention on the part of the writer to refer to any person in general, or your client in particular.

I venture to hope that this letter will be received in the spirit in which it is written.” To this letter no reply was received.

A writ was subsequently served on behalf of Inspector Shaftain against Mr. D. J. Evans as printer and publisher of the Hong Kong Daily Press, claiming damages for libel, the claim again being based upon the article above referred to.

Statements of Claim in each action have since been served.

It is not and never has been the policy of this journal by way of cultivating popularity or for any purpose to engage in senseless and painful attacks upon the characters of members of the community of whatever station in life.

We are sincerely grieved and hurt to find that it is considered by Inspector Shaftain that, in the article under notice, we had departed from this policy, and we desire to take every possible step to correct such an impression and to express to Inspector Shaftain our most sincere assurance that furthest from our minds in publishing the article complained of was the idea of referring to that Officer in any shape or form, and, even more, of in any way impugning the uprightness of his character or conduct as a member of the Police Force or at all.

Accordingly we hereby reiterate our most profound regret that Inspector Shaftain should have considered, or that anyone should have considered, that the article in question either referred to or could have referred to him, and we tender him our sincere regrets and apologies for having made the publication.

We also unreservedly withdraw any imputation or innuendo against Inspector Shaftain which may have been unintentionally conveyed by the offending article.

FOR THE HONG KONG DAILY PRESS, LTD.:—

(Signed) D. J. EVANS.

PRINTER AND PUBLISHER:—

(Signed) D. J. EVANS.

LAWN TENNIS.

C.A.A. TOURNAMENT.

FIRST ROUND CONCLUDED.

The first round of the Open Singles Championship of the Chinese Athletic Association was concluded yesterday, when the bottom half matches were decided. The results follow:—

S. E. Green beat K. L. Ho, 8-6, 6-2.
M. W. Lo beat W. Bray, 6-4, 6-1.
T. Honda beat W. Hardy, 6-2, 6-1.
John Lim beat H. Yoshida, 6-3, 6-4.

The Games.

S. E. Green had a pretty hard struggle for the first set against K. L. Ho, who played well while fresh at the beginning, getting the lead from the start and bringing it to 5-3. The former, a greater match experience, however, came into evidence at this stage, and although the Chinese came within an ace of winning the set, when he stood at 4-4 and 40-15 in his favour, the lapse towards the end, capturing 6 wickets for 35 runs.

M. W. Lo Wins.

M. W. Lo started shakily against W. Bray who gave the local champion a close run at the beginning by dint of some very hard hitting, but Lo’s ability prevailed, and gradually he broke up his opponent’s game and won the set at 6-4. In the second, the winner had matters much his own way, conceding only one game.

As expected, T. Honda beat W. Hardy who only took three games in the two sets. The Japanese played a sound game throughout, but yesterday’s match was no criterion as to his form. A better test of it will be seen to-day when he meets John Lim.

Yoshida Beaten.

In the fourth and last match, John Lim beat and defeated H. Yoshida in straight sets, 6-3, 6-4. Both indulged in base line driving at which some fast exchanges were seen. The Japanese appeared cautious in dealing with the mixed shots sent over by his opponent who played very consistently. Like his companion, Lim Bong So, he is a left hander. Yoshida played gamely and pulled up level, after being down in the first set. Then he held the lead in the second at 4-2, but fell off, losing the next four games.

(Continued on next column.)

CRICKET DRAWS TO A CLOSE.

ENGLAND XI. DEFEATS S. AFRICANS.

[THROUGH REUTER’S AGENCY.]

LONDON, Sept. 9.

“An England XI” met with little difficulty in the final fixture of the South African-tourist team under H. G. Deane.

This “farewell match” was decided in only two days at Folkestone, where the visitors were defeated by an innings and 18 runs.

South Africa batted first and were dismissed for 153 runs.

“An England XI” then ran up 450 runs in quick time, to which Hearne contributed 143 and Woolley 111.

Although facing a heavy deficit, the South Africans played entertaining cricket in their second, venture, scoring 281 runs. Freeman was mainly responsible for their collapse towards the end, capturing 6 wickets for 35 runs.

Second Round.

The second round draw which will be decided this afternoon is:—

Lim Song So v. E. C. Fincher.

S. A. Rumjahn v. H. D. Rumjahn.

T. Honda v. John Lim.

M. W. Lo v. S. E. Green.

All the ties are expected to produce even struggles. Fincher’s match with Lim Song So should prove particularly attractive and if both are in form play should reach a very high standard. The former, must, however, show a great deal of improvement on his form last Monday in order to win.

The Rumjahn cousins are again opposed to each other and with each understanding the other’s tactics, another good fight ought to be seen. Honda and John Lim, and although the former is confidently expected to win, the visitor, on his performance so far, can be relied on at least to extend the Japanese championship.

In the last match, M. W. Lo meets S. E. Green. Both are experienced hands and so a battle of wits is expected. The former can by no means be sure of winning, as Green, despite his years, can still send many a shot over with a steady kick. A long battle is considered certain.

WATER POLO.

V.R.C. “A” SWAMPS K.O.S.B. “B.”

CHINESE TEAMS ABSENT.

[By “WATERMAN.”]

The V.R.C. “A” had an easy time yesterday when they met the K.O.S.B. “B” in the only water polo match played last night. The Club scored five goals in the first half and added four more in the second.

The game was one-sided and there were only a few people present.

The teams were as follows:—
K.O.S.B. “B”: Belm, Turner, Smith, Freeman, Kindle, Bachelor and Rennie.

V.R.C. “A”: Knight, Soares, Weill, Marcel, Stewart, Laing and Rosa Pereira.

Pereira scored all the five goals in the first half. Weill scored two in the second and Laing and Soares added one each.

CHINESE “A” v. CHINESE “B.”

Both of these teams were absent last night. The Chinese teams have been very busy at their sports at North Point and have probably been to some arrangement as to their match. The officials of the water-polo league had no notification of any such arrangement.

LAI WAH CUP DRAW.

ARMY TO PLAY THE SENIOR SERVICE.

H.K.F.A. COUNCIL DECISIONS.

The draw for the Lai Wah Cup Competition was made at the monthly Council meeting of the Hong Kong Football Association yesterday and resulted as under:—

Army v. Navy.
Chinese v. Civilians.

It was decided to play the Army v. Navy match on the Kowloon Football Club ground on November 12. The match between the Chinese and Civilians will be played on November 30 on the Hong Kong Football Club ground. December 14 was fixed as the date for playing the final, but the question of ground had to be left over for decision. Business conducted at the meeting was of a formal nature. The Kowloon F.C. made an offer to the Association to provide an uncovered stand 180 feet long on the same terms as agreed by the H.K.F.C. It was decided to accept this offer. A member sounded the Association as to the prospects of holding a charity match for the benefit of H.M.S. Devonshire victims and those of submarine victims H.47 and L.12. The meeting agreed to consider the matter if a letter is written in to the Association. The suitability of the China Athletic new ground (Stadium) at North Point for League matches this season was also discussed and it was decided to make an inspection of the ground.

BASEBALL.

“FRIENDLY” AT NAVY FIELD.

A “pick-up” game was held at the Navy Field last evening between the boys from the Guam and a few members of the Baseball Club. The match was a very enjoyable one, the final scores being 10-10. Fully enough both sides were credited with eleven hits and neither side committed any errors!

To-day at 4 p.m. the U.S.S. Guam will play the U.S.S. Mindanao, and a good game is promised, as both ships are turning out their strongest “crew.”

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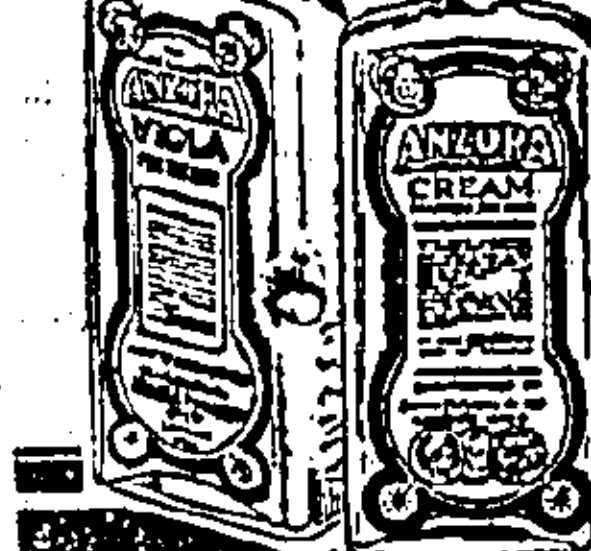
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DET-SERG. DYERSON.

NO INQUEST TO BE HELD.

No inquest will be held into the circumstances of the death of Det-Sergeant J. A. Dyer, who was found dead in a lavatory at the Central Police Station on Saturday. The post-mortem clearly showed that the deceased officer was suffering from tubercular meningitis of the brain and must have been suffering most acutely for a long time past.

SHIPPING MOVEMENTS.

P. & O. s.s. Rhyber from Hong Kong arrived London on September 9.

P. & O. s.s. Mirapore left Singapore on September 10, and is due Hong Kong on September 17.

The m.v. Tai Yin left Manila on September 9, on her maiden voyage to Hong Kong, and is due here early this afternoon, and will berth at buoy No. A1.

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ROMANCE OF THE UNDERWORLD.

MARY ASTOR FILM AT THE
QUEEN'S.

[BY OUR FILM CRITIC.]

There have been many films which profess to be romances of the underworld of New York, and the one bearing that name, now to be seen at the Queen's, is much of a muchness with its predecessors.

There are all the familiar figures. The bad and the not-quite-so-bad crooks, the fat and the thin ladies of easy virtue who are their companions, the sleep-eyed detective with very unprofessional ways, the lovely helpless heroine, and the wealthy young man who eventually marries her.

None of the names on the programme except that of the star, Mary Astor, are well known, but I do not think the film the worse for that. Very often a lesser luminary shines more brightly in a second rate picture than a genuine star can take the trouble to do, and in this case the whole cast attains a very fair measure of skill. Mary Astor, however, needs, if she is to give her best, more support than she can get from Ben Hard (the villain), Robert Elliott (the sleuth), or John Boles (the hero). The story breaks away from tradition in the fact that the hero and heroine are married about half way through, though of course they did not "live happily ever after," that would be far too unromantic. Mary Astor makes a very prepossessing waitress, and perhaps too prepossessing a secretary and goes through her various trials very prettily. "Romance of the Underworld" is not a first rate film but it is quite interesting and moves well.

NEW SHIPPING SERVICE.

15-KNOT MOTOR-SHIPS.

The arrival at Hong Kong this morning of the motor-ship Tai Yin marks inauguration by the Barber-Whitman Line of an express monthly freight and passenger service on the Far East/New York via Panama route. A fleet of five newly-built motor vessels of 10,000 tons deadweight, with a speed of 15 knots fully laden, will maintain the service, and shippers are assured of a considerable reduction in the time previously taken in transit. These vessels will run on a schedule (covering Kowloon, during the ten seasons) of Manila, Hong Kong, Shanghai, Kobe, Yokohama, San Francisco, Boston and New York, returning by the same route.

The time taken between Hong Kong and New York will be 42 days, and between Hong Kong and San Francisco 25 days. The vessels are modern in every way, and are fitted with a high-class passenger accommodation, which will meet the requirements of all persons travelling. Current rates will be charged and passengers are assured of all comfort.

The first vessel to commence the service will be the Tai Yin, sailing from this port to-morrow.

Points of Interest.

The vessels which will be put on the run are of the latest design in Diesel engine propulsion, and are eminently suitable for the service. The following are the leading details:—Length 460 feet, moulded beam 60 feet, depth to main deck 31 feet, depth of shelter deck 42 feet, draught loaded 27 feet, gross tonnage 6,730 tons, net tonnage 4,115 tons, engine power 5,500 h.p. There are five cargo holds in all. Three are situated forward of the engine-room and two are situated aft. The three forward holds are fitted with 12-inch deck, 9 feet high. The total deadweight for cargo is 8,600 tons and the capacity is 14,000 tons of 40 cubic feet. The speed when fully laden will be 15 knots.

Each vessel will be fitted with a deep tank sub-divided, with a total capacity of 1,400 tons w.b., fitted with heating coils, together with three additional tanks which have a total capacity of 240 tons. These will also be fitted with heating coils. It will be thus seen that shippers of oil in bulk will be well served for.

Refrigerator space has been installed, and the total insulated space in each vessel will be 20,948 feet, divided into four compartments. A special refrigerating engineer will be carried to ensure that perishable cargo will be delivered at destination in satisfactory condition.

Accommodation is provided in each ship for ten passengers in two berths. In addition there is an owner's suite, comprising a sleeping cabin, sitting room, and hall-room, which will be available for passengers. Each vessel will be equipped with a saloon, smoking room, and hospital, ideally situated. The captain's quarters, and the owner's suite, as well as both saloons, are in polished mahogany, with corresponding furniture, while the passenger cabins are finished in white enamel, and will also have mahogany furniture.

A THRILLING AND MOST
ENGROSSING STORY OF THE
UNDERWORLD FROM THE STAGE-PLAY
By PAUL ARMSTRONG



AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A LAVISH GERMAN PRODUCTION!

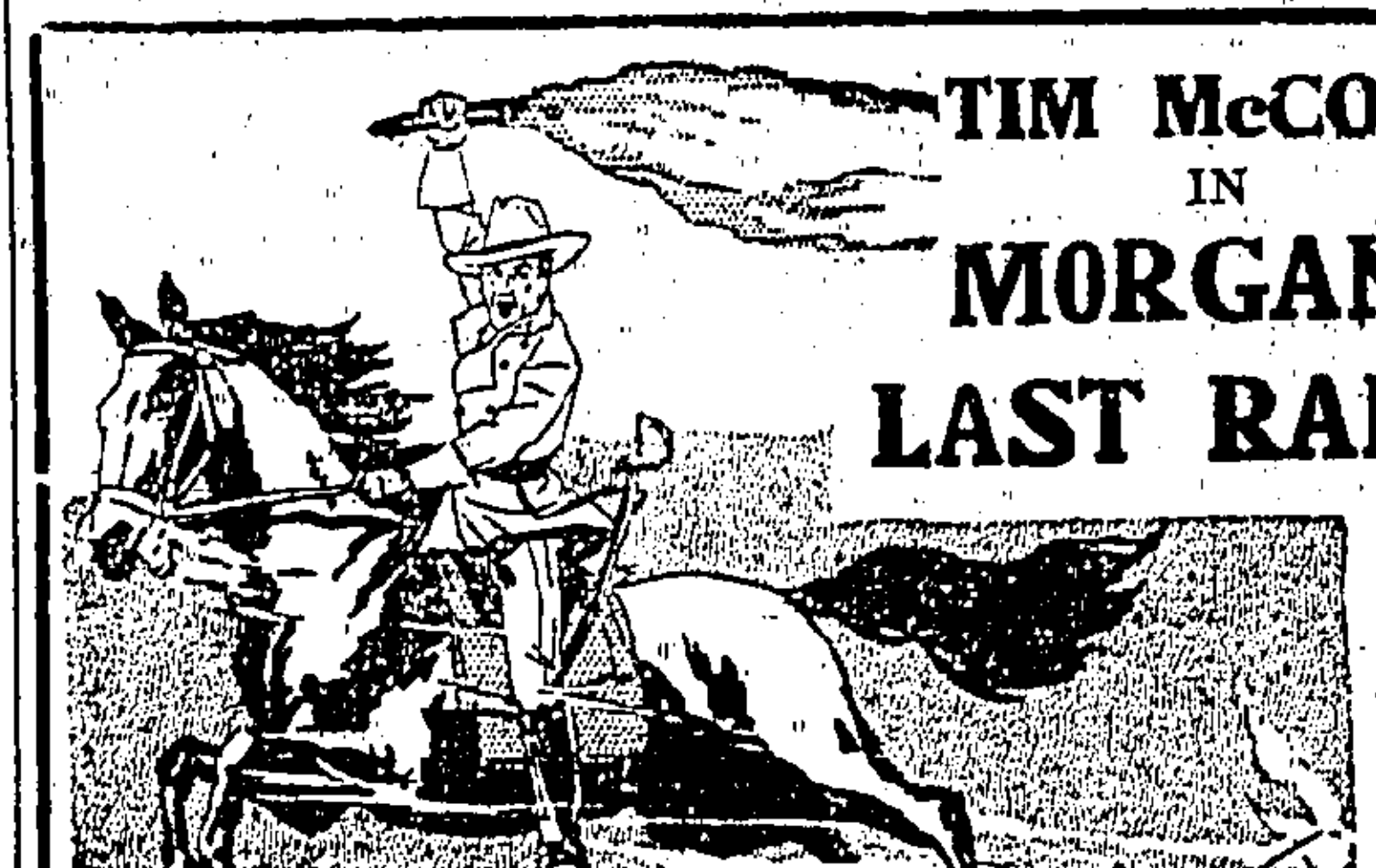
ROSENKAVALIER

With HUGUETTE DUFLOS & PAUL HARTMANN.

AT THE
WORLD FINAL SHOWINGS TO-DAY
At 5.15 & 9.20.

At 2.30 & 7.15

CHINESE PICTURE "THE UNCONQUERABLE"



AT THE
STAR FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

**HONG KONG POLO
CLUB.**

ENTRIES FOR LADY
STUBBS' CUP.

During this month a tournament is being held at the Hong Kong Polo Club for the "Lady Stubbs' Cup." Play is by "American Tournament" and consequently each of the six teams entered meets the other during the course of the month. Games are scheduled for every Monday and Friday, weather permitting, and the following sides are competing:—

Typhoons:—Colonel Brownrigg, Major Wolf Murray, Mr. Heard, Mr. Stanton.

K.O.S.Bs. "A"—Mr. Welch, Mr. Scott Elliott, Mr. Kelly, Mr. Clarke.

K.O.S.Bs. "B"—Major Lake, Mr. Maxwell, Major Miles, Mr. Mattingley.

Gunsners 1:—Major Hewson, Mr. Dangerfield, Mr. Walker, Mr. Herbage.

Gunsners 2:—Mr. Burton, Mr. Wolfe Barry, Mr. Graham, Mr. Sugden.

Somersets:—Colonel Little, Major Philby, Captain Bakewell, Mr. Worrall.

While the tournament is on a handicap basis, general opinion rather favours the chances of the Somerset side although some close matches are assured and the final decision is really very open. By the courtesy of the respective Commanding Officers the K.O.S.B. Pipers will play on the ground, Friday, the 13th, and the Somersets' Band on the 20th. On both these occasions good matches are promised and as usual tea and refreshments are obtainable at the Club's pavilion.

ACCIDENT TO THE S.S.
YUSANG.

BROUGHT INTO PORT WITH
PROPELLER SHAFT
BROKEN.

SHANGHAI, Sept. 7.

The I.C.S. Yusang arrived in port yesterday under tug power after having taken ten days to reach Shanghai from Tangku at the mouth of the Tientsin river. The trouble was a broken tail-shaft which, of course, put the propeller out of action.

The accident occurred a day out from Chefoo during the afternoon of August 30. Suitable precautions were taken to prevent undue drifting and a strict watch was kept with the result that the C.N.S. Chusan was sighted on the 31st and the disabled vessel taken in tow to Tsingtao which was the nearest port. She arrived there at 8.30 p.m. on September 1. Later, she was taken in tow by the I.C.S. Pooshing to Woosung and thence by tugs to her berth in the river. The vessel experienced no mishap while disabled and she will enter dry dock here immediately.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

QUALITY WITH INTEGRITY

LANE, CRAWFORD, LTD.

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Gentlemen's Tailors, Outfitters
and Dealers in all kinds
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50, QUEEN'S ROAD CENTRAL
PHONE: CENT. 1947

KOMOR AND KOMOR

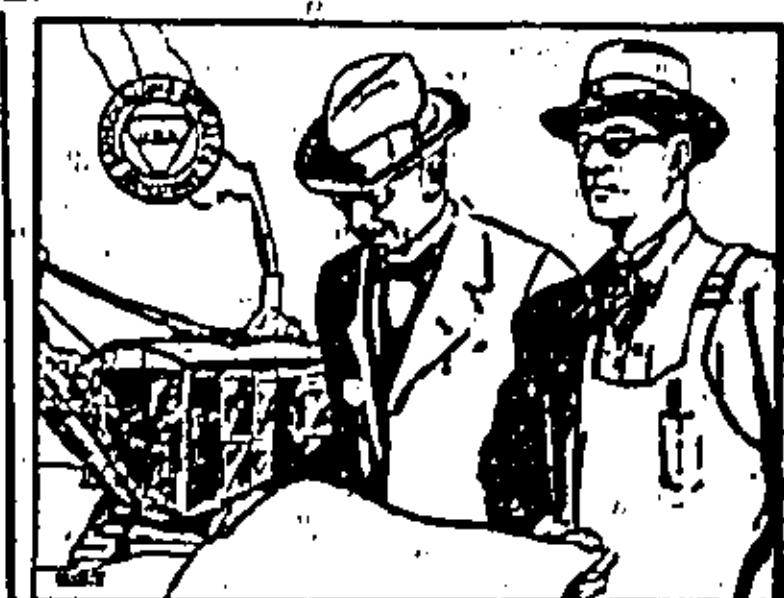
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ST. GEORGE'S BUILDING

AUCTION!

IF YOU ARE FURNISHING
AND WANT TO PICK UP
GOOD PIECES OF EITHER
EUROPEAN OR ORIENTAL
MAKE AT ADVANTAGEOUS
PRICE, GO TO

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"Good Work and Good Sight Go Hand in Hand"
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TEAKWOOD, BLACKWOOD
AND
RATTAN FURNITURE.

8, QUEEN'S ROAD CENTRAL

Mac's Cafeteria

HONG KONG HOTEL

MEALS A LA CARTE

8 A.M. — 11.30 P.M.

AMERICAN SODA FOUNTAIN

CHOICE SELECTION

CALIFORNIA FRESH FRUITS

PRINCE'S CAFE

HIGH CLASS
RESTAURANT

No. 18a, QUEEN'S ROAD CENTRAL

SPECIALITIES:—

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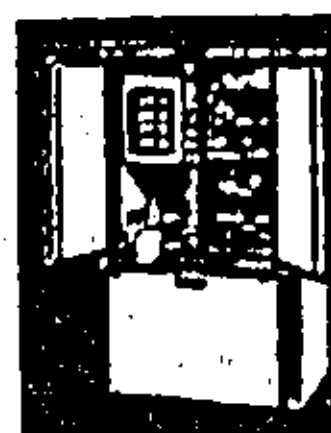
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UNIVERSAL PROVIDERS.

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PANATROPES
AND
RECORDS

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THINK OF YOUR MOTHER OR SWEETHEART AT HOME! How she would like your photograph—just to see how you are looking! A letter is not enough. Come To-day to the **PHOTOMATON** STUDIO, opposite the QUEEN'S THEATRE, and in 8 minutes you will be presented with 6 Different NATURAL pictures of yourself for the small sum of 50 Cents.

BALLANTINES'

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria
H.M. The Late King Edward VII.

and
His Majesty King George V.

PURE SCOTCH LIQUEUR WHISKY

10 years old.

GEORGE BALLANTINE & SON, LTD.

GLASGOW AND LONDON.
DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

The French Store

Beaconsfield Arcade.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANGERS."

ARRIVED HONG KONG ON
TUESDAY, 10th SEPT., 1929.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above named Steamer are hereby notified that their Goods will be landed at the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Under-Signed before Thursday, the 19th September, 1929, or they will not be recognized. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Godard & Douglas at 10 a.m. on Monday, the 16th September, 1929.

No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,

Agent.
Hong Kong, 10th Sept., 1929. [8364]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
"ASPHALION"

FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th September.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Under-Signed on or before the 30th September, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

10th Sept., 1929. [8345]

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK

THE T.S. "ROYAL PRINCE"

having arrived from the above Port on 9th instant, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 13th instant at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNES (FAR EAST), LTD.,
2nd Floor, King's Building,
Cantonment Road,
Telephone No. C. 3165.
Hong Kong, 9th Sept., 1929. [8360]

Money and Markets

CANTON TRADE NOTES.

Prices for mulberry leaves have risen owing to the damages done to the trees by the recent typhoon. The current price is about \$3.56 per picul and the price is likely to advance.

The General Chamber of Commerce has dispatched Messrs. Ma Pak Nien and To Shu Tung, two silk experts to Japan for the investigation and observation of the new methods employed in the Japanese silk filatures.

There was a sharp decrease in the prices of raw silk on Monday, the drop being twenty to thirty dollars per picul. Only 85 bales were sold the prices being:—No. 14/15 \$967.870 (Hong Kong) per picul, No. 13/15 Best I. \$980.

Raw silk exported during August totalled 9,196 bales, an increase of 2,341 bales on the corresponding period last year. The increase was due to the demand by America. But the silk filatures made no profits as the prices during August were low, the average prices being: No. 13/15 \$940 (Hong Kong) per picul, No. 14/16 \$980, No. 20/22 \$833, No. 22/28 \$840. Of the total exports 7,187 bales were sent to the United States, 1,834 bales to France and 65 bales to Britain.

The Kwangsi Provincial Government have decided to issue loan bonds to redeem the depreciated Kwangsi Provincial Bank notes which have been quoted at only ten per cent. of their nominal value since the collapse of the "Kwangsi Clique". The banknotes will be changed for the loan bonds at twenty per cent. of their nominal value and the bonds will be redeemed in two years. This has not satisfied the merchants who urged that the banknote should be changed for the bonds at fifty per cent. and that the bonds should be redeemed after only one year.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
"PROTEUS"

FROM SEATTLE, VANCOUVER
AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour, and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Steamer as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will be liable to their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf.

The Vessel will be ready for Delivery from Godown on and after 10th September.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Under-Signed on or before the 30th September, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

10th Sept., 1929. [8355]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
"OANFA"

FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Under-Signed on or before the 30th September, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

9th September, 1929. [8346]

YOKOHAMA SPECIE BANK.

HALF-YEARLY REPORT

The manager of the Hong Kong branch of the above Bank is in receipt of a cablegram from Head Office to the effect that at the 99th half-yearly ordinary general meeting of shareholders, held at Yokohama on the 10th inst., a net profit was shown of Yen 18,420,920.97, including Yen 9,346,323.43 carried over from last account.

It was resolved to pay a dividend of 10 per cent. per annum (absorbing Yen 3,000,000) for the half-year ended June 30, 1929, to add to the Reserve Fund Yen 3,000,000, and to carry forward the sum of Yen 10,420,920.97 to next account.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, SEPT. 10.	Buyers	Sellers	Sales	Nominal
Banks								
...	...	...	\$1,230	H.K. Banks	\$1,235	\$1,230	...	...
...	...	...	2127	Do. (London)	...	...	...	2124
...	...	...	2323	Chartered Banks	...	...	...	2344
...	...	...	2163	Mercantile Bks.	...	...	...	215
...	...	...	8904	Do. (C)	...	...	...	490
...	...	...	...	Bank of East Asia	...	...	...	...
Insurances								
...	...	...	\$630	Canton Ins.	...	...	...	\$630
...	...	...	32	Underwriters	\$1.90	...	...	...
...	...	...	...	North China	...	...	...	...
...	...	...	...	Union Ins.	\$330	...	...	...
...	...	...	...	Yantai Ins.	...	...	...	...
...	...	...	...	China Fire	\$20	...	...	...
...	...	...	...	H.K. Fire	\$760	...	...	...
Shipping								
...	...	...	...	Douglases	\$25	\$28	...	...
...	...	...	...	Steamboats	...	...	...	...
...	...	...	...	Indos (pref.)	...	...	...	...
...	...	...	...	Do. (def.)	...	...	...	...
...	...	...	...	Shell Transports	...	...	...	...
...	...	...	...	Water-boats	...	...	...	...
Mining								
...	...	...	...	Benquets	...	...	...	...
...	...	...	...	Kailans	...	...	...	...
...	...	...	...	Langkate (comb.)	...	...	...	...
...	...	...	...	Do. (single)	...	...	...	...
...	...	...	...	Explorations	...	...	...	...
...	...	...	...	Shanghai Loans	...	...	...	...
...	...	...	...	Raubs	\$97	...	...	...
...	...	...	...	Tronah Mines	...	...	...	...
Docks, Wharves, Godowns, etc.								
...	...	...	...	H.K. & K. Wharfs	\$1284	\$1294	\$129	...
...	...	...	...	Providents	\$4.80	...	...	...
...	...	...	...	H.K. Docks	...	...	...	...
...	...	...	...	Shanghai Docks	...	...	...	...
...	...	...	...	New Engineering	...	...	...	...
...	...	...	...	Hongkows	...	...	...	...
Cotton Mills								
...	...	...	...	Ewos	...	...	...	...
...	...	...	...	Shao T'ons (old)	T.912	...	...	...
...	...	...	...	Do. (new)	T.895	...	...	...
...	...	...	...	Zoong Sing	T.112	...	...	...
Lands, Hotels and Buildings								
...	...	...	...	H.K. & S. Hotels	...	...	...	...
...	...	...	...	H.K. Lands	\$60	...	...	...
...	...	...	...	Shanghai Lands	...	...	...	...
...	...	...	...	H.K. Realities	...	...	...	...
...	...	...	...	Humphreys	...	...	...	...
...	...	...	...	Chinese Estates	\$14.10	\$14.20	...	...
Public Utilities								
...	...	...	...	Tramways	...	...	...	...
...	...	...	...	Peak Trams (old)	...	...	...	...
...	...	...	...	Do. (new)	...	...	...	...
...	...	...	...	Star Electric	...	...	...	...
...	...	...	...	G. Lights (old)	...	...	...	...
...	...	...	...	Do. (new)	...	...	...	...
...	...	...	...	H.K. Electric	...	...	...	...
...	...	...	...	Macao do	...	...	...	...
...	...	...	...	Sandakan Lights	...	...	...	...
...	...	...	...	Telephones	...	...	...	...
...	...	...	...	China Buses	...	...	...	...
...	...	...	...	Tractions	...	...	...	...
...	...	...	...	Do. (pref.)	...	...	...	...
Industrials								
...	...	...	...	Canton Ices	...	...	...	...
...	...	...	...	Cements (comb.)	...	...	...	...
...	...	...	...	Do. (old)	...	...	...	...
...	...	...	...	Do. (new)	...	...	...	...
...	...	...	...	Ropes	...	...	...	...
...	...	...	...	China Sugars	...	...	...	...
...	...	...	...	Malabon Sugars	...	...	...	...
...	...	...	...	United Abesars	...	...	...	...
Miscellaneous								
...	...	...	...	Dairy Farms	...	...	...	...
...	...	...	...	Der A. Wings	...	...	...	...
...	...	...	...	Amusements	...	...	...	...
...	...	...	...	Constructions	...	...	...	...
...	...	...	...	Lane Crawfords	...	...	...	...
...	...	...	...	Mackintoshes	...	...	...	...
...	...	...	...	Nanyang Tobacco	...	...	...	...
...	...	...	...	Singapore (old)	...	...	...	...
...	...	...	...	Do. (new)	...	...	...	...
...	...	...	...	Watsons	...	...	...	...
...	...	...	...	Wm. Powell	...	...	...	...
...	...	...	...	B. Ind. G.S. Bonds	...	...	...	...
...	...	...	...	H.K. Govt. Loan	...	...	...	...
...	...	...	...	Caldbeck, (Ord.)	...	...	...	...
...	...	...	...	Macgreg (Pref.)	...	...	...	...

GALLANT ATTEMPT TO SAVE LIFE.

FOREIGNER JUMPS INTO YANGTSE AFTER A CHINESE.

A very gallant attempt to save life in the Yangtze is reported from Nanking.

Mr. Donald Fraser, representative in China of the Metropolitan-Cammell Carriage Wagon & Finance Co., jumped into the river in an attempt to save a Chinese peasant who had fallen off Messrs. Jardine, Matheson & Co.'s hulk which is moored off Hsiaokuan.

Mr. Fraser was returning from Pukow in one of the Indo-China steam launches when the incident happened. There was a strong current running at the time and it is always the case near the hulks, there were many treacherous eddies. Mr. Fraser reached the man after some difficulty, but unfortunately was unable to support him until the arrival of assistance as, owing to the drowning man's struggles and the force of the undertow, he was himself in danger of being pulled under.

Mr. Fraser was got on board the launch in an exhausted condition after being in the water about 15 minutes.

DANGEROUS CARGO WORKING.

STRICTURE ON SINGAPORE METHODS.

Singapore:—"The practice of loading cargo with a partly closed hatch seems to be a dangerous one and in view of the evidence of Mr. R. Wetherell, Chief Officer of the s.s. Apocy, that it was persisted in by the Chinese in spite of having been warned of the danger and even after the accident had happened, I am forwarding a copy of this report to the Master Attendant, Straits Settlements, for him to take action should he consider it advisable to stop the practice."

"As regards the complaint of Mr. R. Wetherell that although he hoisted the International Code Signal A.M., about 8.25 a.m. and kept it flying till about 10 a.m. there was no response to his signal, I have ascertained from the Master Attendant that the practice is for the Signal Station observing the signal to inform the Port Health Office and the agents of the steamer by phone. In this particular instance little or nothing could have been done for the deceased but it is a very unsatisfactory state of affairs that an urgent signal of this nature can be flown in such a port as Singapore for one and a half hours without some one responding to it, and I am therefore drawing the attention of the departments concerned to the complaint made by Chief Officer Wetherell."

An Unheeded Signal.

Such was the stricture made by Mr. F. G. Bourne, the Singapore Coroner, in a rider at the conclusion of an inquiry into the death of a Chinese who died as a result of an accident in the hold of the s.s. Apocy on August 15, in the Singapore Roads.

Mr. R. Wetherell, mate of the Apocy, stated in his evidence that his vessel was anchored in the roads. At 8.20 a.m. the second officer told him that there had been an accident in No. 1 hatch. He went to investigate and found the Chinese lying at the bottom of the hold. Witness ordered him to be brought up and instructed the second officer to put up the signal for the doctor—the signal A.M. This signal meant "accident on board. Doctor required urgently." No one answered either from the shore or from the two men-of-war in the harbour.

(Continued on next Column.)

President Liner

SAILINGS

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SPECIAL REDUCED SUMMER ROUND TRIP FARES

BETWEEN

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HONG KONG TO SHANGHAI and RETURN ...H.K.\$120.00

" " KOBE ...H.K.\$210.00

" " YOKOHAMA ...H.K.\$2

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Polk, Dollar, Sept. 22.
Pres. Adams, Dollar, Oct. 6.

AMOI

Kiukiang, B. & S., Sept. 11.
Haiyang, Douglas, Sept. 13.
Antung, B. & S., Sept. 15.
Tjisondari, J.C.J.L., Sept. 16.
Haiching, Douglas, Sept. 17.
Tilawa, B.I., Sept. 19.
Namsang, Jardine's, Sept. 20.
Tjimonok, J.C.J.L., Sept. 20.
Anhui, B. & S., Sept. 22.
Talamba, B.I., Sept. 23.
Tjikembang, J.C.J.L., Sept. 27.
Yuenang, Jardine's, Oct. 1.
Tilboet, J.C.J.L., Oct. 3.
Tjikarang, J.C.J.L., Oct. 7.

ANTWERP

Philoctetes, B.F., Sept. 17.
Kitano Maru, N.Y.K., Sept. 21.
Asia, Manners, Sept. 25.
Haruna Maru, N.Y.K., Oct. 3.

AUSTRALIAN PORTS

Taiping, B. & S., Sept. 17.
Tango Maru, N.Y.K., Sept. 23.
Calulu, Dodwell's, Sept. 27.
St. Albans, E. & A., Oct. 4.

BALTO PORTS

Asia, Manners, Sept. 25.

BALTIMORE

City of Norwich, Bank, Oct. 6.

BANGKOK

Helios, Thoresen, Sept. 15.
Kalgao, B. & S., Sept. 15.
Kiungchow, B. & S., Sept. 19.
Hirundo, Thoresen, Sept. 22.
Kiangan, B. & S., Sept. 22.

BELAWAN DELI

Van Heutz, J.C.J.L., Sept. 12.
Alster, Melchers, Sept. 15/16.
Coblenz, Melchers, Sept. 21.
Franken, Melchers, Oct. 11.

BOMBAY

Sado Maru, N.Y.K., Sept. 11.
Morca, P. & O., Sept. 14.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.

BOSTON

Mayebashi Maru, N.Y.K., Sept. 12.
Tai Yin, Dodwell's, Sept. 12.
Pres. Polk, Dollar, Sept. 22.
Cingalese Prince, Furness, Sept. 24.
Toba Maru, N.Y.K., Sept. 29.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.

BREMER

Alster, Melchers, Sept. 15/16.
Coblenz, Melchers, Sept. 21.
Asia, Manners, Sept. 25.
Franken, Melchers, Oct. 11.

BRINDISI

Remo, Dodwell's, Sept. 16.
Duchessa d'Aosta, Dodwell's, Oct. 5.

CALCUTTA

Kulsang, Jardine's, Sept. 13.
Garbata, B.I., Sept. 13.
Muroan Maru, N.Y.K., Sept. 16.
Hosang, Jardine's, Sept. 24.
Kutsang, Jardine's, Sept. 24.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.

CEBU

Golden Hind, S.S.S., Sept. 18.
Tacoma, S.S.S., Sept. 18.
Iowa, S.S.S., Sept. 19.
C'den, Dragon, S.S.S., Sept. 20.
Kentucky, S.S.S., Oct. 2.

CHEFOO

Huichow, B. & S., Sept. 18.
Kueichow, B. & S., Sept. 18.

COLOMBO

Sado Maru, N.Y.K., Sept. 11.
Alster, Melchers, Sept. 15/16.
Morca, P. & O., Sept. 14.
Remo, Dodwell's, Sept. 16.
Burgeland, Jelsen, Sept. 21.
Coblenz, Melchers, Sept. 21.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Sphinx, M.M., Sept. 24.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Duchessa d'Aosta, Dodwell's, Oct. 5.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Preussen, Jelsen, Oct. 9.
Franken, Melchers, Oct. 11.

COPENHAGEN

Asia, Manners, Sept. 25.

DALNY

Kiukiang, B. & S., Sept. 11.
Caucasus, B.F., Sept. 12.
Vogland, Jelsen, Sept. 13.
Bloemfontein, Bank, Sept. 18.
Aeneas, B.F., Sept. 20.
Fulda, Melchers, Sept. 24.
Duisburg, Jelsen, Sept. 27.

DUTCH PORTS

City of Bedford, Bank, Sept. 11.
Alster, Melchers, Sept. 15/16.
Philoctetes, B.F., Sept. 17.
Burgeland, Jelsen, Sept. 21.
Coblenz, Melchers, Sept. 21.
Kitano Maru, N.Y.K., Sept. 21.
Asia, Manners, Sept. 25.
Glenapp, Jardine's, Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Preussen, Jelsen, Oct. 9.
City of Pekin, Bank, Oct. 9.
Franken, Melchers, Oct. 11.

FOOCHOW

Haiyang, Douglas, Sept. 13.
Haiching, Douglas, Sept. 17.

GENOA

Protesilaus, B.F., Sept. 13.
Lyons Maru, N.Y.K., Sept. 20.
Burgeland, Jelsen, Sept. 21.
Coblenz, Melchers, Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Pres. Adams, Dollar, Oct. 6.
Preussen, Jelsen, Oct. 9.

GLASGOW

Protesilaus, B.F., Sept. 13.
Hector, B.F., Oct. 2.

GOTHENBURG

Asia, Manners, Sept. 25.

HAIPHONG AND HOIHOW

Canton, M.M., Sept. 18.
Chengtu, B. & S., Sept. 19.
Kiungchow, B. & S., Sept. 19.

HAMBURG

Alster, Melchers, Sept. 15/16.
Philoctetes, B.F., Sept. 17.
Burgeland, Jelsen, Sept. 21.
Coblenz, Melchers, Sept. 21.
Asia, Manners, Sept. 25.
Glenapp, Jardine's, Oct. 2.
Preussen, Jelsen, Oct. 9.
City of Pekin, Bank, Oct. 9.
Franken, Melchers, Oct. 11.

HAVRE

Protesilaus, B.F., Sept. 13.
Asia, Manners, Sept. 25.

HONOLULU

Shinyo Maru, N.Y.K., Sept. 13.
Rakuyo Maru, N.Y.K., Sept. 24.
Pres. Hayes, Dollar, Oct. 2.

ILOILO

Golden Hind, S.S.S., Sept. 18.
Tacoma, S.S.S., Sept. 18.
Iowa, S.S.S., Sept. 19.
Calulu, Dodwell's, Sept. 27.
C'den, Dragon, S.S.S., Sept. 20.
Kentucky, S.S.S., Oct. 2.

JAPAN PORTS

Tai Yin, Dodwell's, Sept. 12.
Teucer, B.F., Sept. 12.
Africa, Manners, Sept. 13.
Calchas, B.F., Sept. 13.
Mantua, P. & O., Sept. 13.
Hakata Maru, N.Y.K., Sept. 16.
Katori Maru, N.Y.K., Sept. 17.
Mirzapore, P. & O., Sept. 17.
Pres. Taft, Dollar, Sept. 17.
Glenue, Jardine's, Sept. 18.
Shinyo Maru, N.Y.K., Sept. 18.
Vogland, Jelsen, Sept. 18.
Nagato Maru, N.Y.K., Sept. 19.
Tilawa, B.I., Sept. 19.
Aki Maru, N.Y.K., Sept. 20.
Namsang, Jardine's, Sept. 20.
Yokohama Maru, N.Y.K., Sept. 23.
General Metzinger, M.M., Sept. 23.
Fulda, Melchers, Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Rakuyo Maru, N.Y.K., Sept. 24.
Africa, Manners, Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Talamba, B.I., Sept. 26.
Duisburg, Jelsen, Sept. 27.
Kalyan, P. & O., Sept. 27.
Carnarvonshire, Jardine's, Sept. 28.

PENANG

Sado Maru, N.Y.K., Sept. 11.
Van Heutz, J.C.J.L., Sept. 12.
Kulsang, Jardine's, Sept. 13.
Morca, P. & O., Sept. 14.
Garbata, B.I., Sept. 16.
Muroan Maru, N.Y.K., Sept. 16.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Hosang, Jardine's, Sept. 24.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Kutsang, Jardine's, Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.

PORTLAND

Caucasus, B.F., Sept. 12.
Pennsylvania, S.S.S., Sept. 20.
Illinois, S.S.S., Sept. 26.

RABAU

Calulu, Dwell's, Sept. 27.

RANGOON

Garbata, B.I., Sept. 18.
Muroan Maru, N.Y.K., Sept. 16.
Genoa Maru, N.Y.K., Oct. 9.

SAIGON

Sphinx, M.M., Sept. 24.
Angers, M. & M., Oct. 8.

SANDAKAN

Malsang, Jardine's, Sept. 18.
Calulu, Dodwell's, Sept. 27.
Hinsang, Jardine's, Sept. 30.
St. Albans, E. & A., Oct. 4.

SAN FRANCISCO

Tai Yin, Dodwell's, Sept. 12.
Everett, S.S.S., Sept. 13.
Shinyo Maru, N.Y.K., Sept. 18.
Pennsylvania, S.S.S., Sept. 20.
Pres. McKinley, A.M.L., Sept. 24.
Pres. Hayes, Dollar, Oct. 2.
Pres. Grant, A.M.L., Oct. 8.

SCANDINAVIAN PORTS

Asia, Manners, Sept. 25.

SEATTLE

Caucasus, B.F., Sept. 12.
Everett, S.S.S., Sept. 13.
Pres. Taft, Dollar, Sept. 17.
Yokohama Maru, N.Y.K., Oct. 1.
Tallyhuss, B.F., Oct. 3.
Toyma Maru, N.Y.K., Oct. 7.

SHANGHAI

Alipore, P. & O., Sept. 11.
Kueichow, B. & S., Sept. 23.
Kiukiang, B. & S., Sept. 23.
Kulsang, Jardine's, Sept. 13.
Asaphion, B.F., Sept. 13.
Tai Yin, Dodwell's, Sept. 12.
Tenn, B. & S., Sept. 12.
Africa, Manners, Sept. 13.
Calchas, B.F., Sept. 13.
Mantua, P. & O., Sept. 14.
Tilawa, B.I., Sept. 14.
Kulsang, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 15.
Chekiang, B. & S., Sept. 16.
Kanchow, B. & S., Sept. 16.
Katori Maru, N.Y.K., Sept. 16.
Tjisondari, J.C.J.L., Sept. 16.

SHANGHAI (Continued)

Ceylon Maru, N.Y.K., Sept. 17.
Pres. Taft, Dollar, Sept. 17.
Glenue, Jardine's, Sept. 18.
Fooshing, Jardine's, Sept. 18.
Shinyo Maru, N.Y.K., Sept. 18.
Vogland, Jelsen, Sept. 18.
Nagato Maru, N.Y.K., Sept. 19.
Aeneas, B.F., Sept. 20.
Aki Maru, N.Y.K., Sept. 20.
Tjimonok, J.C.J.L., Sept. 20.
Hosang, Jardine's, Oct. 1.
Yokohama Maru, N.Y.K., Sept. 23.
Fulda, Melchers, Sept. 24.
General Metzinger, M.M., Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Africa, Manners, Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Talamba, B.I., Sept. 26.
Duisburg, Jelsen, Sept. 27.
Kalyan, P. & O., Sept. 27.
Nellore, P. & O., Sept. 27.
Tjikembang, J.C.J.L., Sept. 27.
Carnarvonshire, Jardine's, Sept. 28.
Pres. Jefferson, A.M.L., Oct. 1.
Hosang, Jardine's, Oct. 1.
Fokosong, Gilman's, Oct. 2.
Asia, Manners, Oct. 2.
Tilboet, J.C.J.L., Oct. 3.
Pres. Adams, Dollar, Oct. 6.
Perseus, B.F., Oct. 7.
Tjikarang, J.C.J.L., Oct. 7.
Toyma Maru, N.Y.K., Oct. 7.
Angers, M. & M., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Romolo, Dwell's, Oct. 10.
Glenue, Jardine's, Oct. 11.

MARSEILLES

Morca, P. & O., Sept. 14.
Alster, Melchers, Sept. 15/16.
Lyons Maru, N.Y.K., Sept. 20.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Sphinx, M.M., Sept. 24.
Mantua, P. & O., Sept. 25.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Franken, Melchers, Oct. 11.

NAPLES

Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.

NEWCHANG

Kiukiang, B. & S., Sept. 11.
Chipsing, Jardine's, Sept. 24.
Cheongshing, Jardine's, Oct. 4.

NEW YORK, BOSTON, etc.

Mayebashi Maru, N.Y.K., Sept. 12.
Tai Yin, Dodwell's, Sept. 12.
Pres. Polk, Dollar, Sept. 22.
Cingalese Prince, Furness, Sept. 24.
Toba Maru, N.Y.K., Sept. 29.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.

NORTH CHINA

Afrika, Manners, Sept. 13.
Vogland, Jelsen, Sept. 18.
Fulda, Melchers, Sept. 24.
Duisburg, Jelsen, Sept. 27.
Main, Melchers, Oct. 5.

ORAN

Alster, Melchers, Sept. 13.

OSLO

Asia, Manners, Sept. 25.

PANAMA

Mayebashi Maru, N.Y.K., Sept. 12.
Tai Yin, Dodwell's, Sept. 12.
Rakuyo Maru, N.Y.K., Sept. 24.
Toba Maru, N.Y.K., Sept. 29.

PENANG

Sado Maru, N.Y.K., Sept. 11.
Van Heutz, J.C.J.L., Sept. 12.
Kulsang, Jardine's, Sept. 13.
Morca, P. & O., Sept. 14.
Garbata, B.I., Sept. 16.
Muroan Maru, N.Y.K., Sept. 16.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Hosang, Jardine's, Sept. 24.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Kutsang, Jardine's, Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.

PORTLAND

Caucasus, B.F., Sept. 12.
Pennsylvania, S.S.S., Sept. 20.
Illinois, S.S.S., Sept. 26.

RABAU

Calulu, Dwell's, Sept. 27.

RANGOON

Garbata, B.I., Sept. 18.
Muroan Maru, N.Y.K., Sept. 16.
Genoa Maru, N.Y.K., Oct. 9.

SAIGON

Sphinx, M.M., Sept. 24.
Angers, M. & M., Oct. 8.

SANDAKAN

Malsang, Jardine's, Sept. 18.
Calulu, Dodwell's, Sept. 27.
Hinsang, Jardine's, Sept. 30.
St. Albans, E. & A., Oct. 4.

SAN FRANCISCO

Tai Yin, Dodwell's, Sept. 12.
Everett, S.S.S., Sept. 13.
Shinyo Maru, N.Y.K., Sept. 18.
Pennsylvania, S.S.S., Sept. 20.
Pres. McKinley, A.M.L., Sept. 24.
Pres. Hayes, Dollar, Oct. 2.
Pres. Grant, A.M.L., Oct. 8.

SCANDINAVIAN PORTS

Asia, Manners, Sept. 25.

SEATTLE

Caucasus, B.F., Sept. 12.
Everett, S.S.S., Sept. 13.
Pres. Taft, Dollar, Sept. 17.
Yokohama Maru, N.Y.K., Oct. 1.
Tallyhuss, B.F., Oct. 3.
Toyma Maru, N.Y.K., Oct. 7.

SHANGHAI

Alipore, P. & O., Sept. 11.
Kueichow, B. & S., Sept. 23.
Kiukiang, B. & S., Sept. 23.
Kulsang, Jardine's, Sept. 13.
Asaphion, B.F., Sept. 13.
Tai Yin, Dodwell's, Sept. 12.
Tenn, B. & S., Sept. 12.
Africa, Manners, Sept. 13.
Calchas, B.F., Sept. 13.
Mantua, P. & O., Sept. 14.
Tilawa, B.I., Sept. 14.
Kulsang, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 15.
Chekiang, B. & S., Sept. 16.
Kanchow, B. & S., Sept. 16.
Katori Maru, N.Y.K., Sept. 16.
Tjisondari, J.C.J.L., Sept. 16.

SHANGHAI (Continued)

Ceylon Maru, N.Y.K., Sept. 17.
Pres. Taft, Dollar, Sept. 17.
Glenue, Jardine's, Sept. 18.
Fooshing, Jardine's, Sept. 18.
Shinyo Maru, N.Y.K., Sept. 18.
Vogland, Jelsen, Sept. 18.
Nagato Maru, N.Y.K., Sept. 19.
Aeneas, B.F., Sept. 20.
Aki Maru, N.Y.K., Sept. 20.
Tjimonok, J.C.J.L., Sept. 20.
Hosang, Jardine's, Oct. 1.
Yokohama Maru, N.Y.K., Sept. 23.
Fulda, Melchers, Sept. 24.
General Metzinger, M.M., Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Africa, Manners, Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Talamba, B.I., Sept. 26.
Duisburg, Jelsen, Sept. 27.
Kalyan, P. & O., Sept. 27.
Nellore, P. & O., Sept. 27.
Tjikembang, J.C.J.L., Sept. 27.
Carnarvonshire, Jardine's, Sept. 28.
Pres. Jefferson, A.M.L., Oct. 1.
Hosang, Jardine's, Oct. 1.
Fokosong, Gilman's, Oct. 2.
Asia, Manners, Oct. 2.
Tilboet, J.C.J.L., Oct. 3.
Pres. Adams, Dollar, Oct. 6.
Perseus, B.F., Oct. 7.
Tjikarang, J.C.J.L., Oct. 7.
Toyma Maru, N.Y.K., Oct. 7.
Angers, M. & M., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Romolo, Dwell's, Oct. 10.
Glenue, Jardine's, Oct. 11.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Sept. 20.

Afrika due from Europe Sept. 13.

Aki Maru due from Australia Sept. 19.

Alipore due from Europe Sept. 10.

Alster due from Shanghai Sept. 15/16.

Angers due from Saigon Sept. 10.

Anafura due from Australia Oct. 7.

Asia due from Shanghai Sept. 25.

Asaphion arrived from Straits Sept. 9.

Atrous due from Europe Sept. 30.

Automedon due from Europe Oct. 10.

Awa Maru due from Japan Oct. 10.

Beltina due from Europe Oct. 22.

Benavon due from Singapore Sept. 13.

Bengal Maru due from Singapore Sept. 28.

Bloemfontein, due from Singapore Sept. 18.

Bokuyo Maru arrived from Singapore Sept. 5.

Burgeland due from Shanghai Sept. 21.

Calchas due from Europe Sept. 13.

Caucasus due from Singapore Sept. 11.

Ceylon Maru due from Singapore Sept. 19.

Change due from Australia Oct. 11.

Cingalese Prince due from New York Sept. 26.

City of Canberra due from Singapore Sept. 10.

City of Cardiff due from Singapore Oct. 14.

City of Melbourne left for Shanghai Sept. 3.

City of Newcastle due from Europe Sept. 24.

City of Norwich due from Shanghai Oct. 6.

Coblenz due from Shanghai Sept. 21.

D'Araguana due from Shanghai Sept. 11.

Delta due from Europe Oct. 6.

Duisburg due from Europe Sept. 27.

Duchessa d'Aosta due from Shanghai Oct. 5.

Emp. of Asia due from Yokohama Sept. 11.

Emp. of France due from Shanghai Sept. 18.

Emp. of Russia arrived Vancouver Sept. 7.

Esquiline due from Shanghai Oct. 13.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & SWATOW	"KIUKIANG"	On 11th Sept.	5 p.m.
AMOI, SHANGHAI & SWATOW	"TEAN"	On 12th Sept.	2 p.m.
AMOI, SHANGHAI & SWATOW	"ANTUNG"	On 15th Sept.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHOW"	On 15th Sept.	10 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 15th Sept.	Noon
SHANGHAI	"KANOWH"	On 16th Sept.	2 p.m.
SWATOW & SHANGHAI	"CHEKLANG"	On 16th Sept.	2 p.m.
WHAIRAI, CHONGKONG & TIENTSIN	"HUICHOW"	On 18th Sept.	11 a.m.
HONGKONG, SHANGHAI & BANGKOK	"KIUNGCHOW"	On 19th Sept.	10 a.m.
HONGKONG, SHANGHAI & BANGKOK	"CHENGTO"	On 19th Sept.	11 a.m.
AMOI, SHANGHAI & SWATOW	"ANHUI"	On 22nd Sept.	8 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 22nd Sept.	Noon
WHAIRAI, CHONGKONG & TIENTSIN	"KUEICHOW"	On 29th Sept.	11 a.m.

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TAIPING	1st Part	17th September
CHANGTE	11th October	18th October

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M.S. "Afrika"	25th Sept.	24th Oct.
M.S. "Malaya"	21st Oct.	2nd Dec.

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To Yokohama via Shanghai and Kobe.

SPHINX	24th Sept.	G. METZINGER	24th Sept.
ANGERS	8th Oct.	ANDRE LEBON	8th Oct.
G. METZINGER	22nd Oct.	PORTROS	22nd Oct.
ANDRE LEBON	5th Nov.	CHENONCEAUX	5th Nov.
PORTROS	19th Nov.	ATHOS II	19th Nov.
CHENONCEAUX	3rd Dec.	D'ARTAGNAN	3rd Dec.
ATHOS II	17th Dec.	ANGERS	17th Dec.

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Telephone: C. 651 and 740.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	SEPTEMBER 9, 1929.										SEPTEMBER 10, 1929.									
	HONG KONG BAROMETER AT SEA LEVEL	INCHES	MILLIS.	TEMPERATURE	HUMIDITY	WIND DIRECTION	WIND FORCE	WIND VELOCITY	WIND DIRECTION	WIND FORCE	HONG KONG BAROMETER AT SEA LEVEL	INCHES	MILLIS.	TEMPERATURE	HUMIDITY	WIND DIRECTION	WIND FORCE	WIND VELOCITY	WIND DIRECTION	WIND FORCE
Wladivostok	12	30.04	762.9	68	...	N	4	b	6	...	30.09	764.3	52	...	N	2	b	...	...	...
Nemuro	11	29.90	759.5	...	...	ESE	1	...	5	...	29.90	759.5	...	...	ESE	1	...	...	...	...
Hokodate	...	29.84	758.0	...	...	NW	1	...	...	...	29.84	758.0	...	...	NW	1	...	...	...	...
Tokio	...	29.74	755.5	...	...	...	...	...	...	...	29.87	758.5	...	...	NW	2	...	...	...	...
Kochi	...	29.69	751.5	...	...	WSW	1	...	...	...	29.43	747.5	...	...	N	2	...	...	...	...
Nagasaki	...	29.61	752.0	...	...	NE	4	...	...	...	29.65	753.0	...	...	N	3	...	...	...	...
Kagoshima	...	29.51	749.5	...	...	N	1	...	...	...	29.57	751.0	...	...	...	...	...	...	...	...
Oshima	...	29.49	749.0	...	...	NNE	3	...	...	...	29.61	752.0	...	...	NNE	3	...	...	...	...
Naha	...	29.53	750.0	...	...	N	4	...	...	...	29.67	755.5	...	...	NNE	3	...	...	...	...
Ishigakijima	...	29.61	752.0	...	...	NNW	2	...	...	...	29.69	754.0	...	...	NNE	1	...	...	...	...
Bonin Island	...	29.82	767.5	...	...	S	8	...	...	...	29.84	768.0	...	...	S	8	...	...	...	...
Chefoo	15	29.95	760.7	78	92	NNE	4	b	6	...	29.98	761.5	71	85	NNE	2	b	...	...	...
Shanghai	14	29.88	759.0	82	51	N	2	o	...	...	29.92	759.9	66	96	NNW	2	o	...	...	...
Guizhou	...	29.89	759.2	77	69	N	6	...	...	...	29.94	760.5	72	76	NNE	2	o	...	...	...
Sharp Peak	...	29.72	754.9	80	82	E	2	b	...	...	29.82	757.5	73	80	NE	2	o	...	...	...
Amoy	...	29.68	753.9	83	93	SE	4	o	6	...	29.77	756.1	78	78	ENE	4	o	...	...	...
Swatow	...	29.70	754.4	86	77	E	2	o	...	...	...	...	...	...	...	...	...	...	...	...
Taihou	11	29.68	753.9	77	96	N	2	o	...	...	29.75	755.7	75	88	...	...	...	...	...	...
Taichu	...	29.68	753.9	82	...	N	4	o	...	...	29.72	754.8	75	...	...	...	...	...	...	...
Tainan	...	29.63	752.7	80	...	SSE	4	o	...	...	29.67	753.6	77	...	...	...	...	...	...	...
Kashu	...	29.63	752.7	86	...	NNE	2	b	...	...	29.67	753.6	79	...	NE	2	o	...	...	...
Pescadore	...	29.69	754.2	81	...	NNE	6	...	...	...	29.69	754.2	79	...	NE	6	...	...	...	...
Hong Kong	14	29.70	754.4	89	53	W	2	b	6	...	29.76	755.9	80	82	...	...	...	...	...	...
Gap Rock	...	29.71	754.6	...	...	N	3	b	...	...	29.77	756.1	...	...	E	2	b	...	...	...
Macao	...	29.69	754.2	90	55	NNE	2	b	...	...	29.74	755.4	79	84	ESE	2	o	...	...	...
Hoihow	...	29.69	754.1	82	79	NE	4	o	...	...	29.72	754.9	81	83	NE	5	o	...	...	...
Pratas Island	...	29.71	754.5	86	75	SSE	4	o	...	...	...	...	...	...	...	...	...	...	...	...
Phulien	15	29.71	754.5	86	75	SSE	4	o	...	...	...	...	...	...	...	...	...	...	...	...
Tourane	...	29.68	753.9	84	...	NW	2	b	...	...	...	...	...	...	...	...	...	...	...	...
Cape St. James	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Basco	14	29.54	750.3	84	86	W	1	o	6	...	...	...	...	...	...	...	...	...	...	...
Aparri	...	29.55	750.6	90	57	SSE	2	o	...	...	29.65	753.0	77	96	SW	2	o	...	...	...
Tuguegarao	...	29.56	750.9	93	59	S	1	o	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	29.60	751.8	84	77	SW	4	o	...	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.65	753.0	84	74	SW	4	o	...	...	29.71	754.5	77	91	S	1	o	...	...	...
Legaspi	...	29.65	753.0	86	68	NNW	2	o	...	...	29.72	754.8	77	96	...	...	...	...	...	...
Calbayog	...	29.69	754.2	84	74	SW	6	...	...	...	...	...	...	...	...	...	...	...	...	...
Tacolban	...	29.71	754.5	81	84	W	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Iloilo	...	29.72	754.8	79	87	SW	6	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.23	29.75	755.6	...	...	N	1	o	4.22	...	...	...	...	...	...	...	...	...	...	...
Yap	...	11.00	29.82	757.5	...	W	2	o	6	...	29.84	757.8	...	...	NNW	2	o	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.81	757.2	88	76	SW	4	b	6	...	29.83	757.7	82	83	SW	6	b	...	...	...

September 10d. 10A. 27m.—The anticyclone is stationary over South Manchuria. The depression is approaching Tokio on a north easterly track.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1, 60.71 inches, against an average of 69.18 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 11.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 10.

Period	On Date	On Date
Day	at 4 p.m.	at 4 p.m.

Barometer	29.68	29.83	29.75
Temperature	88	79	85
Humidity	55	83	65
Wind	WSW	W	WSW
Direction	WSW	W	WSW
Force	2	3	3
Weather	0	0	0
Rain	0.0	0.0	0.0

Highest open-air temperature, 91.89

Lowest open-air temperature, 10.75

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

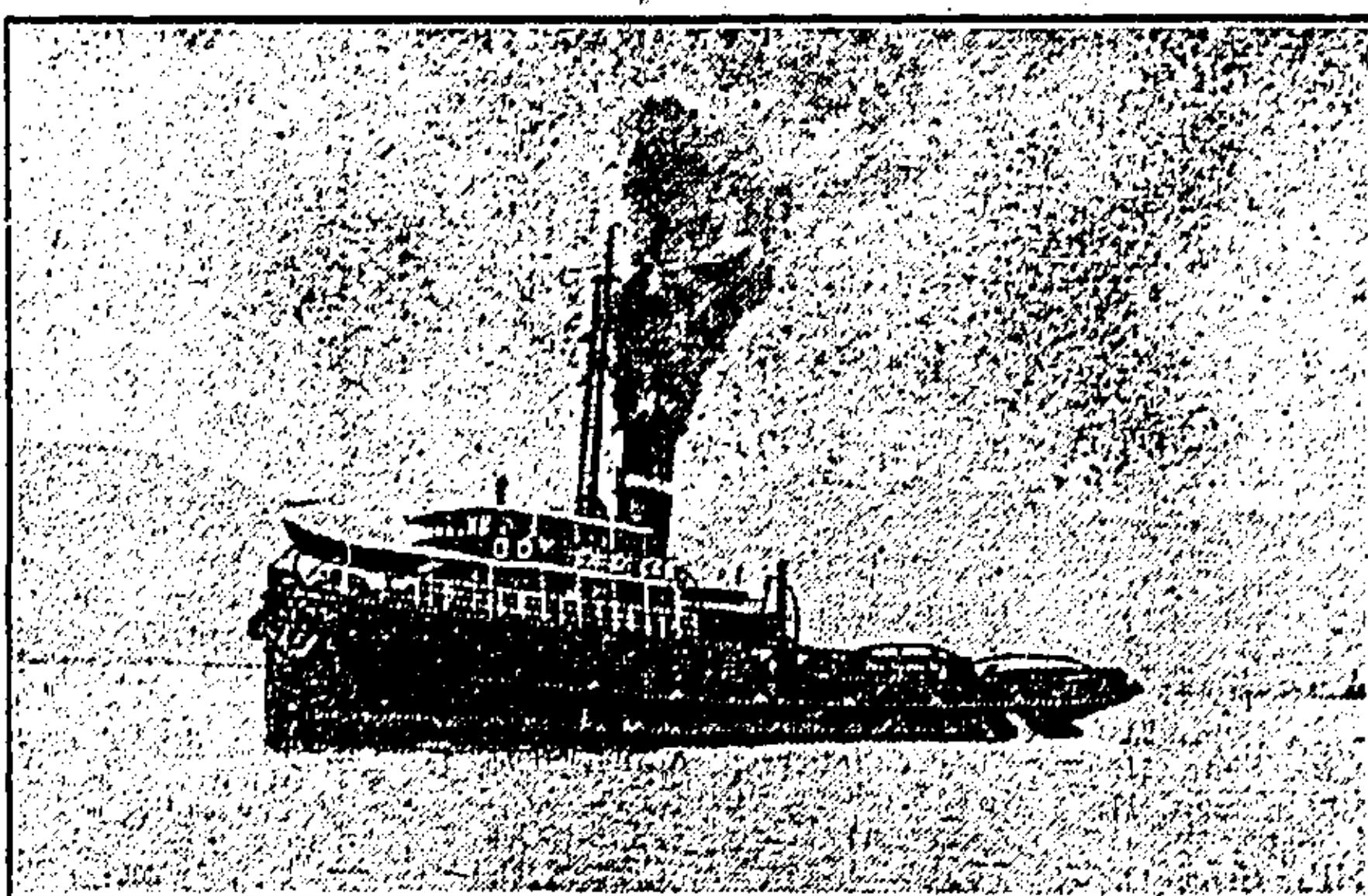
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SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"KWANSANG" "KWONGSANG" "FOOSANG" "HOPANG"	Wed., 11th Sept., at Noon Sun., 15th Sept., at Noon Wed., 18th Sept., at Noon Sun., 22nd Sept., at Noon
OSAKA via AMOI, MOJI & KOBE	"NAMSANG" "YUENSANG" "SUISANG"	Fri., 20th Sept., at 7 a.m. Tues., 1st Oct., at 10 a.m. Sat., 12th Oct., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "HOSANG" "KUTSANG"	Fri., 13th Sept., at 3 p.m. Tues., 24th Sept., at 3 p.m. Wed., 2nd Oct., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Mon., 16th Sept., at 3 p.m. Mon., 30th Sept., at Noon
TIENTSIN via WEI-HAI-WEI & NEWCHOWANG	"CHIPSANG" "CHONGSHANG"	Tues., 24th Sept., at Noon Fri., 4th Oct., at Noon

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TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver

[11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver]

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EXPRESS OF FRANCE	Sept. 25	Oct. 1	Oct. 3	Oct. 5	Oct. 13
EXPRESS OF RUSSIA	Oct. 2	Oct. 12	Oct. 15	Oct. 17	Oct. 25
EXPRESS OF CANADA	Oct. 13	Nov. 3	Nov. 5	Nov. 7	Nov. 15
EXPRESS OF CANADA	Nov. 13	Nov. 18	Nov. 19	Nov. 21	Nov. 29
EXPRESS OF CANADA	Dec. 13	Dec. 18	Dec. 19	Dec. 21	Dec. 29
EXPRESS OF CANADA	Jan. 13	Jan. 18	Jan. 19	Jan. 21	Jan. 29
EXPRESS OF CANADA	Feb. 13	Feb. 18	Feb. 19	Feb. 21	Feb. 29
EXPRESS OF CANADA	Mar. 13	Mar. 18	Mar. 19	Mar. 21	Mar. 29
EXPRESS OF CANADA	Apr. 13	Apr. 18	Apr. 19	Apr. 21	Apr. 29
EXPRESS OF CANADA	May 13	May 18	May 19	May 21	May 29
EXPRESS OF CANADA	Jun. 13	Jun. 18	Jun. 19	Jun. 21	Jun. 29
EXPRESS OF CANADA	Jul. 13	Jul. 18	Jul. 19	Jul. 21	Jul. 29

(Regular Sailing Hour NOON but "EXPRESS OF FRANCE" Sept. 25th will sail 6 A.M.)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Sept. 17, 5 p.m.	Sept. 19	Sept. 20	Sept. 22
Oct. 1, 5 p.m.	Oct. 3	Oct. 4	Oct. 6

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
SHINYO MARU	Wednesday, 18th Sept.	
TAIYO MARU	Wednesday, 16th Oct.	
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Monday, 23rd Sept.	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.		
KITANO MARU	Saturday, 21st Sept.	
BARUNA MARU (Calls Hull)	Saturday, 5th Oct.	
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday, 25th Sept.	
AKI MARU	Wednesday, 23rd Oct.	
BOMBAY via Singapore, Penang & Colombo		
SADO MARU	Wednesday, 11th Sept.	
+ TOTTORI MARU	Friday, 27th Sept.	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
RAKUYO MARU	Tuesday, 24th Sept.	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KANAGAWA MARU	Tuesday, 24th Sept.	
NEW YORK, BOSTON, HAVANA via PANAMA.		
+ MAYBASHI MARU	Thursday, 12th Sept.	
+ TOBA MARU	Sunday, 29th Sept.	
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.		
+ LYONS MARU	Friday, 20th Sept.	
CALCUTTA via Singapore, Penang & Rangoon.		
+ MURORAN MARU	Monday, 16th Sept.	
SHANGHAI, KOBE & YOKOHAMA.		
KATORI MARU	Monday, 16th Sept.	
CEYLON MARU (Mojji direct)	Tuesday, 17th Sept.	
AKI MARU (Nagasaki direct)	Friday, 20th Sept.	
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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 31,000 TONS;
THROUGH CARGO 42,000 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:

British	Cargo	H.K.	Through
Kalgan	Bangkok	210	—
Tean	Shanghai	780	840
Protesilaus	Tacoma	2,800	2,380
Athelking	Sourabaya	12,100	—
Onafu	Liverpool	1,250	8,650
Asphalion	Liverpool	1,800	5,650
Kwai Sang	Canton	280	50
St. Albans	Melbourne	750	2,830
Taiping	Melbourne	300	130
Royal Prince	New York	160	210
American	San Francisco	1,550	2,990
Northwestern	Dampho	1,500	2,500
Frege	Le Havre	—	2,000
Svalde	Holbow	900	—
Solviken	Haiphong	190	2,200
Danish	Bangkok	1,430	1,430
Italian	Trieste	90	2,670
Esquilino	Trieste	90	2,670
Japanese	Shinyo Maru	770	—
Suki Maru	Wakamatsu	3,280	850
Amazon Maru	Kobe	50	6,740
Chinese	Hsin Chang	870	1,600
Shiu Hing	Macao	20	—
		890	1,600
		31,040	42,450

—20,390—20,940

—2,590—6,700

—4,100—7,590

—890—1,600

—31,040—42,450

—2,590—6,700

—4,100—7,590

—890—1,600

—31,040—42,450

—2,590—6,700

—4,100—7,590

—890—1,600

—31,040—42,450

—2,590—6,700

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—31,040—42,450

—2,590—6,700

—4,100—7,590

—890—1,600

—31,040—42,450

—2,590—6,700

—4,100—7,590

—890—1,600

—31,040—42,450

DAILY WATERFRONT NEWS.

NEW BRITISH ARRIVAL

S.S. ATHELKING'S BIG CARGO OF MOLASSES.

The s.s. Athelking (British) which arrived here on Sunday from Sourabaya and Semarang paid her first visit to this port. She brought a large cargo of 12,100 tons of molasses in bulk for the Pure Cane Molasses Company. She is moored to the Company's Wharf at Shan Teung Bay on the Castle Peak Road. The vessel was built in 1928 by Messrs. Swan Hunter and Wickham Richardson, Ltd., of Newcastle for the British Molasses Co., Ltd., of London. She has a net tonnage of 6,019 tons. Her dimensions are: Length 474.8 feet, beam 64.4 feet, and depth 36.5 feet. Captain J. T. Taylor is in command with a British crew of 32.

Rehearing of Mr. Beck's Case.

A rehearing of the Court of Inquiry into the absence of Mr. Beck, formerly of the s.s. Kwong Fook Cheong when the vessel left on a trip to Kongmoon recently, will take place at the Marine Court this morning at 10.30 a.m. Commander G. F. Hole, the Harbour Master, will sit as President of the Court, the assessors being: Lieut. Comdr. L. G. Addington, R.N., D.S.C. (H.M.S. "Tamar"), Capt. G. Matthews (s.s. "Man Sang"), Capt. G. Campbell (s.s. "Sai On"), and Capt. A. H. Brown (s.s. "Kwongtung").

Theft from S.S. Coblenz.

A Chinese was charged before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's yesterday with stealing a watch from Mr. Uhlright of the s.s. Coblenz. Detective Sergeant Humphreys who was in charge of the case informed his Worship that the vessel was due to return on September 21. He intimated that the Company were pressing the charge and it was at their request that the defendant was held.

The Magistrate remanded the defendant for one week.

Passenger Traffic Figures.

The arrivals and departures during the week ending September 7, are published at the Harbour Office as under:

Marine Court Cases.

An unlicensed hawkker was before Mr. T. W. H. Hoesgood at the Marine Court yesterday morning for hawking roast duck and noodles without a licence. Defendant pleaded guilty and was fined \$10 or ten days.

Two other hawkkers were summoned for hawking their wares during prohibited hours after dark at Shauiwan. One defendant was fined \$5, while the other, who failed to appear, had his bail of \$5 exstreted by order of the Court.

The master of a passenger junk was fined \$5 for carrying eight passengers in excess of the number allowed by his licence.

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:

WARSHIPS IN HARBOUR.

The following warships were in harbour yesterday:

British—Tamar, Moth, Tarantula; North Arm: Sterling, Stormcloud; In Dock: Seraph, L10.

Foreign Men of War—U.S.S. Guam; Japan gunboat Uji; French gunboat Vigilante.

SUNRISE AND SUNSET.

FOR SEPTEMBER, 1929.

Sunrise. Sunset.

To-day 6.08 a.m. 6.31 p.m.

Tomorrow 6.09 " 6.30 "

Friday 6.09 " 6.29 "

ARRIVALS.

September 9.

Bintang, Danish str., 1,725 tons, Capt. V. Reister, from Hoikow, buoy No. C17.—John Manners & Co.

Shinyo Maru, Japanese str., 13,020 tons, Capt. T. Takechi, from Shanghai, Kowloon Wharf.—N.Y.K.

Tai Ping, British str., 2,382 tons, Capt. A. McIntyre, from Manila, buoy No. A32.—B. & S.

Tean, British str., 1,331 tons, Capt. A. N. Taylor, from Shanghai, buoy No. B12.—B. & S.

September 10.

Angers, French str., 5,383 tons, Capt. Fruneyre, from Saigon, buoy No. A6.—M. M. & Co.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Yamamoto, from Canton, O.S.K. Wharf.—O.S.K.

Foo Lee, Chinese str., 839 tons, Capt. S. Kien, from Swatow, buoy No. B38.—Shun Tai Hong.

Hong Peng, British str., 2,529 tons, Capt. C. Cowan, from Singapore, buoy No. A25.—Ho Thong & Co.

Kalgan, British str., 1,556 tons, Capt. R. T. Stephens, from Swatow, buoy No. A27.—B. & S.

Protesilaus, British str., 6,118 tons, Capt. D. L. C. Evans, from Shanghai, buoy No. A4.—B. & S.

Rinda, Norwegian str., 3,820 tons, Capt. N. Henriksen, from Colombo, Stonecutters.—Thoresen & Co.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Canton, buoy No. C42.—N.Y.K.

Evale, Norwegian str., 1,354 tons, Capt. P. J. Stolen, from Hoikow, buoy No. C41.—Botelho Bros.

Yeijun Maru, Japanese str., 1,459 tons, Capt. R. Taketomo, from Dairen, Yaumati Wharf.—M.B.K.

CLEARANCES.

September 10.

Angers, for Shanghai.

Aphalion, for Shanghai.

Foo Lee, for Canton.

Haining, for Swatow.

Helikon, for Saigon.

Hainchang, for Swatow.

Kaheng, for K. C. Wan.

Kiukiang, for Amoy.

Nam Peng, for Hoikow.

President Taft, for Manila.

Storviken, for Calcutta.

Sunning, for Swatow.

Tean, for Canton.

Wing Lee, for K. C. Wan.

Yeijun Maru, for Whampoa.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Kalgan (British), Bangkok.

Swatow.

Tean (British), Shanghai.

St. Albans (British), Melbourne.

Taiping (British), Melbourne.

Solviken (Norwegian), Haiphong.

Bintang (Danish), Bangkok.

Hoikow.

Tak Hing (Chinese), Antau.

387

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"CITY OF ECKIN" ... London, Rotterdam, Amsterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE

"CITY OF NORWICH" ... via Suez Canal ... 8th October

"CITY OF CARDIFF" ... via Suez Canal ... 5th November

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Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Othello, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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Steamship	Tons	From Hongkong (about)	Destination
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"MORRA"	10,853	14th Sept. Noon	Bombay, Marseilles and London.
"MANTUA"	10,946	18th Sept.	Bombay, Marseilles and London.
"KARMA"	9,128	12th Oct.	Mars, L'lon, Hull, B'g, A'warp.

